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TIME-TABLE.

WEEK-DAYS.		
7.00 a.m.	7.10 a.m.	
7.20 "	" 8.00 "	every 15 minutes } Stop
8.00 "	" 8.20 "	" 10 " } ping
	8.30 "	Non Stop
	8.37 "	Stopping
	8.47 "	Non Stop
	8.54 "	Stopping
	9.04 "	Non Stop
	9.11 "	Stopping
	9.20 "	Stopping
9.30 a.m.	11.00 "	every 10 minutes } Stop
11.30 "	12.30 p.m.	" 15 " } ping
	12.40 "	Non Stop
	12.47 "	Stopping
	12.57 "	Non Stop
	1.04 "	Stopping
	1.13 "	Non Stop
	1.30 "	Stopping
2.30 p.m.	4.00 "	every 10 minutes } Stop
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	7.13 "	Non Stop
	7.20 "	Stopping
	7.30 "	Non Stop
	7.37 "	Stopping
	7.47 "	Non Stop
	7.54 "	Stopping
	8.03 "	Non Stop
	8.10 "	Stopping

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RESTORATION OF CHINA

SUPPRESSING TUCHUN RULE.

CONDITIONS OF FOREIGN
ASSISTANCE.

Brigadier-General C. D. Bruce, in the course of a letter to *The Times*, states: The idea of forcible interference in connection with Chinese affairs which has been suggested and which is still held by some "foreigners" is, if not impossible, impracticable even for any combined force—whether English, American, and Japan could or would supply. It is futile to suppose that 400,000,000 people can be governed against their will. But it is possible and practicable to say to China, "We intend to protect our foreign treaty rights by every means in our power, but we will also do our best to aid you to free your unfortunate people from the incubus of the Tuchuns, whom it is quite plain to the world your Central Government is utterly incapable of controlling."

It may be said, and it is partly true, that so far as China has any Government to-day it is that of the Tuchuns, which is usually and wrongly described as "militarism." The so-called armies of the Tuchuns are certainly the curse of the country, but in no sense but one, that of owning at intervals a rifle, and uniform, are the majority of these men soldiers. Nineteenth of them are coolies, bandits, or brigands, dressed up to represent soldiers. They have never fought, nor ever will fight, under their own officers, a real battle. They are bought and sold as may be necessary by the various commanders or leaders in turn. They advance and run away. They murder and loot. But they do not fight as men fighting now-a-days. There is, therefore, no reason whatever why they cannot be suppressed.

ASIATIC NATIONS ARE NOT REPUBLICAN. The Chinese, next to the British, are, perhaps, the most truly democratic nation in the world. Like the British, they have enjoyed Monarchical Government for centuries past. In spite of idealistic theorists, it has yet to be proved that any Asiatic nation can flourish as a republic. If history counts with these same theorists they may, perhaps, admit that up to the recent no Asiatic nation ever has. Are the Chinese an exception? Is it conceivable that a race which for untold centuries has flourished under a semi-divine monarchy can all in a moment imbibe and digest the principles, or even the idea of a modern republic? Politically inarticulate the Chinese have ever been. Entirely unrepresented in the actual Government of their country, they have, on the other hand, always been accustomed to govern themselves in all affairs appertaining to family and village life.

How can they understand the political philosophy or take in hand and work the intricate business of a modern republic? The now defunct "literary examination," one of the pride of China and used to men of any rank and every class, used to provide the necessary recruits for the national governmental machinery—a body, be it said to its credit, which kept China a homogeneous and peace-loving nation. No better local government ever existed to suit the needs of any race than the old provincial Civil Government. Now all is gone, overwhelmed by the maelstrom of modern republican waters. Perpetuating that interference with the internal administration of any nation spells disaster in the long run, let us endeavour to find a solution for the present chaotic condition in China. Let us begin by asking, What form of Government do the Chinese as a nation desire? *Quit homines, tut sententia.* Were it possible to carry out a referendum in China, the writer believes that "restoration of the Monarchy" would receive millions of votes, and would, moreover, best suit the present condition of the country. But it is for the Chinese to evolve their own Government and for the "Foreign" Powers chiefly concerned to aid them in establishing it, and when established, to recognize and to help to uphold it by any and every means in their power, subject to due respect by China of their Treaty rights and privileges. Under these rights the Foreign Powers would be justified in speaking to the representatives of China something after this manner:—

FOREIGN LIFE AND PROPERTY.

"We intend to hold you strictly to account for the lives and liberty of our Nationals throughout China, also for unrestricted freedom of trade, at present grossly and persistently interfered with by many of the Tuchuns. For this purpose, until you can guarantee law and order, and can prove to our satisfaction that your guarantee is good, we propose to help you to police both railways and waterways also if and when necessary the termini of the former."

The next step is for you to suppress the Tuchuns, who are to all intents and purposes rebels against the Central Government. The Tuchun armies are not soldiers enlisted for the defence of China, but, in most cases, bandits in disguise who live upon the defenceless Chinese farmers and traders. The Tuchuns themselves appropriate most of the earnings of the railways to pay their numerous adherents. They have also made away with portions of the Government Salt Revenue in direct defiance of Treaty rights. This revenue, as they are perfectly aware, is already hypothecated in repayment of obligations incurred by the Central Government. The Tuchuns are withholding from the latter funds which should be available for the Government of the country.

As it is apparent that you cannot control these rebels against the Central Authority, we intend to hold each individual Tuchun responsible for the lives and the safety of our nationals, as well as for any interference with free trade and travel in his province. We will stand behind you, with force, if necessary, using adjacent waterways or existing railways where convenient to enable you to deal according to Chinese customs with any of these Tuchuns. Refuge from justice by means of a safe harbour for themselves and their stolen fortunes in any "Treaty Port" will be denied to them. If discovered taking refuge in any "Treaty Port" these men, as well as their relatives, will be handed over to the Chinese authorities to be dealt with.

FOREIGN ASSISTANCE.

We are prepared to help you take over the rifles and equipment of the Tuchuns' so-called armies, less a certain proportion considered by you temporarily necessary for the purpose of being used to maintain law and order in each province; also to ensure that the rifles are disposed of, when taken away from the soldier-bandits, and, what is considered by us still more important in the interests of law and order, to prevent the importation of any more arms into China in future, except for the Government.

If necessary, we are ready to provide the money for productive enterprise, in order to hasten the resumption to civil life of the Tuchuns' disarmed adherents. There is ample scope for such work in the form of increased railway and road construction, and of canal and flood reclamation schemes. We are also prepared, if considered advisable, to provide the money to ensure one month's discharge gratuity being paid to each man, up to a stipulated number, on the handing in of his rifle and equipment. But it should be noted that the reabsorption into agricultural life of 1,000,000 men out of a population of over 400,000,000 should be a comparatively simple matter. After the Great War not less than 5,000,000 out of a population of 42,000,000 were reabsorbed into civil life in Great Britain alone.

The suppression of Tuchun rule would in a few years repay many times over the amount expended. For the submission of the Tuchuns to the Central authority and for the carrying out of all Treaty obligations, we are prepared to allow two years, after which period, if submission has not been made, we will give any assistance required to bring about such submission.

PROPOSED INTERNATIONAL COMMISSION.

Such, in barest outline, is a possible scheme for solving China's present problem of disintegration. An International Commission, including financial experts, assembled at Peking by England, America, and Japan, could do much to save China from the foes within her gates.

If nothing is done, the disintegration of China by the Tuchuns from within will soon be an accomplished fact. There is still a possibility of the unification of warring South with antagonistic North; of the remote interior with the more accessible coast and river provinces. But this possibility cannot survive many more years of Tuchun misrule.

THE ROCKEFELLER ESTATE.

The inheritance tax report on the estate of William Rockefeller, brother of John, discloses that his two sons Percy and the late William Rockefeller owed their father more than £4,000,000 at his death and that the father owed the sons about £600,000. Under the will each son received a quarter of the net estate of about £3,000,000 each in trust, the principal to go to their children. Appraisal of the estate shows that he owned 4,000 valueless shares. All the jewellery he possessed was worth £200. Among half-a-dozen motor cars he owned a Ford which had run 50,000 miles. He spent little as a patron of art, his entire collection being appraised at only a few thousand pounds. Twelve suits of clothes were all he possessed valued at £20.

AN OFFENDING WAR MEMORIAL.

Ex-Servicemen at Swansea are protesting against the inclusion on the tablets giving the names of over 2,000 fallen on Swansea war memorial's "Court of Memory" of certain names of living aldermen, councillors, and officials who took a prominent part in erecting the war memorial. On August 1st ex-Servicemen passed a resolution threatening that unless the names of the living are quickly removed they will cast the offending tablets into the sea. A meeting of the Swansea War Memorial Committee is to be convened to consider the matter.

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BOOKING AT THE THEATRE.

NOTICE.

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RESERVE FUND	25,000,000
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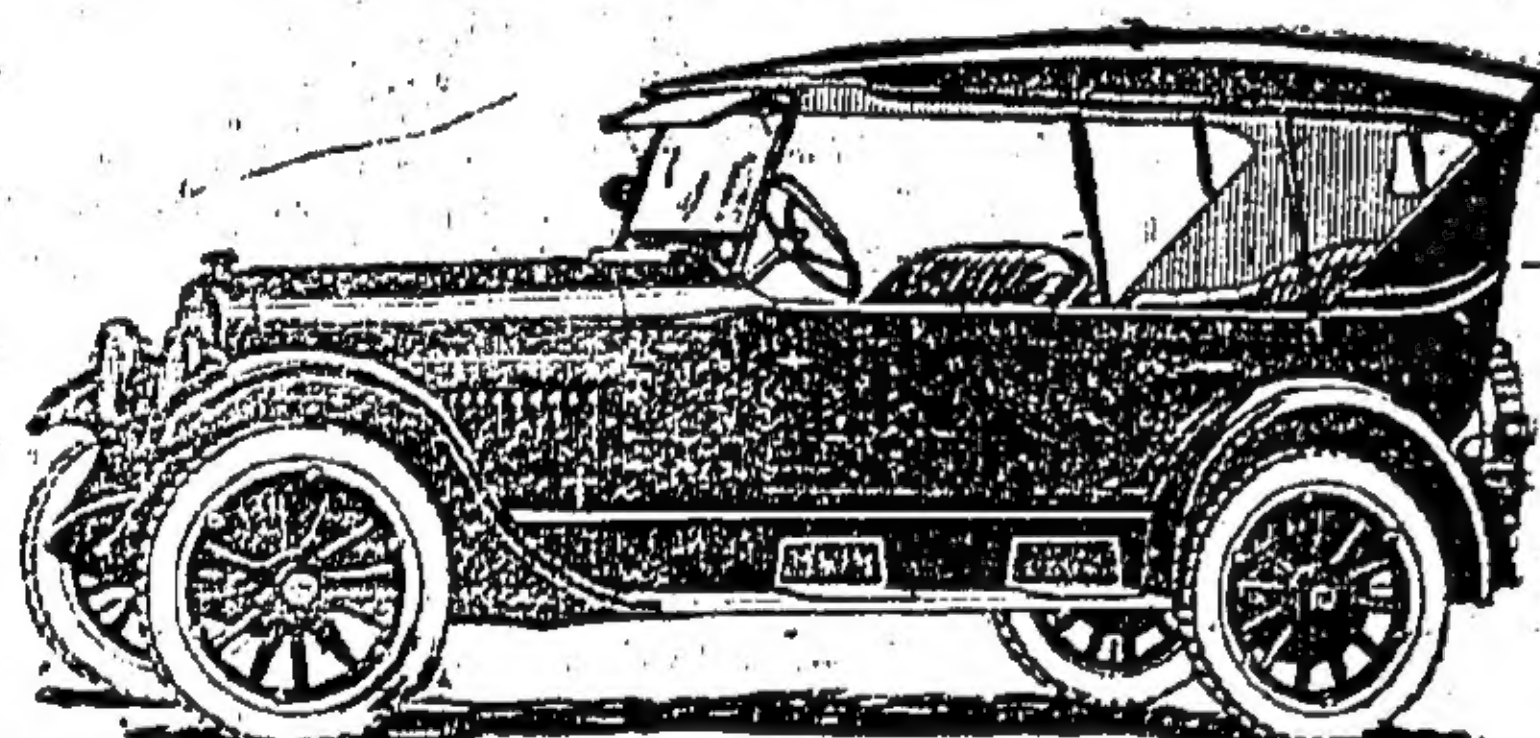
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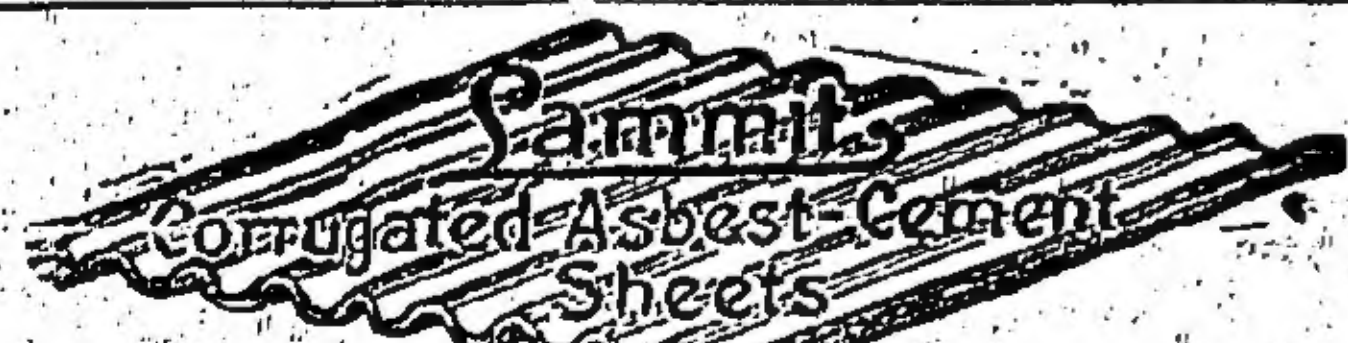
"Gulbranson" Piano-Player (\$950); "Neracar" (\$475); "York" Brunswick Phonograph (\$400); "Singer" Electric Sewing Machine (\$250); "Gecophone" Radio Set (£25), and 44 other Prizes.

TICKETS are Now on Sale at Various Clubs, &c. They may be also be obtained at the Hongkong Hotel, Ganak.

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SPORT

LAWN BOWLS.

SHANGHAI ENTERTAINED AT THE YACHT CLUB.

Yesterday afternoon the Shanghai Interport Bowls team completed their programme of bowling in Hongkong when they played a friendly match on the recently laid out bowling green at the Royal Hongkong Yacht Club. As was to be expected, the visitors won the match with comparative ease though in the first half of the game it looked as if the Yacht Club bowlers were going to make a strenuous fight for victory. At the eighth end the score was "all square" (4-4) and at the eleventh end it was 9-5 in favour of Shanghai. From then onwards Shanghai had the upper hand and they scored in all successive ends, excepting the last when the yachtmen notched a single point. The final scores were 21-9 in favour of Shanghai.

The green cannot as yet be compared with other greens in the Colony, but it has improved considerably since the commencement of the season. Remarking on its condition at the conclusion of the match Mr. Shaw, the veteran of the Shanghai team, said that he was surprised to find it in such good condition. As to the run of the play one was struck in the earlier stages of the game at the splendid work done by the yachtmen's No. 1 (Brayfield). He trundled to good effect but towards the end of the match he fell away considerably. The other three bowlers of his side just managed to keep their ends up and nothing more. Of course, one did not go there with the intention of seeing the "Royals" inflicting a beating on the sturdy Northerners—though several were prepared to take side bets that they would. It was just as the Hon. Mr. Lowe (the Commodore of the Club) said at the conclusion of the match—it was more in the nature of a game of instruction than anything else, and they were very grateful to the Shanghai bowlers for giving them the lesson. Mr. Lowe hoped that the next time the Shanghai Interport bowlers visited the Yacht Club they would find the green resembled a billiard table. At the conclusion of his remarks he presented the Shanghai Skip (Veitch) with four silver spoons as a memento of the occasion.

Mr. Shaw made a suitable acknowledgment on behalf of the Shanghai team in which he said that he was surprised to find that the Yachtmen played as well.

Cheers for the two teams concluded the proceedings.

The Shanghai team leave for the North to-day on the s.s. *Empress of Canada*.

The teams were:—

SHANGHAI	B.H.K.Y.C.
Shaw	Brayfield
Cheetham	Ross
Tomlinson	Shield
Veitch	Edwards

The progressive scores:—

No. of Head.	Shots.	Total.	No. of Head.	Shots.	Total.
1	—	—	2	—	—
2	3	3	3	—	—
3	1	4	4	—	—
4	1	5	5	1	2
5	—	5	6	1	3
6	1	6	7	—	—
7	—	6	8	—	—
8	—	6	9	1	6
9	1	7	10	2	8
10	2	9	11	—	—
11	—	9	12	1	10
12	1	10	13	2	12
13	2	12	14	1	13
14	1	13	15	2	15
15	2	15	16	1	16
16	1	16	17	1	17
17	1	17	18	1	18
18	1	18	19	1	19
19	1	19	20	2	21
20	2	21	21	—	—
21	—	21			

INTERPORT TENNIS.

THE HONGKONG TEAM SELECTED.

Three members of the Rumjahn family have been selected to represent Hongkong at Shanghai in this year's Interport tennis tournament. They are Messrs. O. Rumjahn, S. A. and H. D. Rumjahn. The first two mentioned are brothers and the second named is a cousin of the other two. All three members have done well in local tennis tournaments during the last two years. Particularly good are O. and H. D. Rumjahn as doubles players whilst S. A. Rumjahn is a good all round singles player, though not quite so good as the other two. He has been elected Captain of the team which leaves for Shanghai to-day by the s.s. *Empress of Canada*.

It is interesting to note that Hongkong has won the Interport tennis against Shanghai for the last three years.

The trophy for this occasion has been presented by Mr. J. H. Taggart, Managing-Director of the Hongkong Hotel Co., Ltd.

GARRISON FOOTBALL.

The Garrison Football Competition opened at Sdkuapoo on Saturday last.

Ten teams have entered, viz., six companies from the King's Regt., three companies R.G.A. and one company R.A.M.C. 88th Coy. on the 13th by playing "A" Co. of the King's. A fast game resulted in a win for the Infantrymen by three goals to one.

The other match on the 13th was between "C" and "D" Cos. of the King's. Both Cos. played excellent football and but for a slip on the part of "D" Co.'s goalkeeper the game would probably have resulted in a draw. Result: "C" 2; "D" 1.

On Monday, the 17th inst., "B" Co., who won the championship last year entertained 94th Co. R.G.A. and by won by 3 to 1.

King's H.Q.A. defeated 27th Co. R.A.M.C. the same afternoon by 8-0. This was the first appearance of the R.A.M.C. as a separate team. On Wednesday, "C" Co., King's, obtained maximum points from 88th Co. R.G.A. after a fast exciting game by three goals to nil. All the goals in the game were obtained in the first half and the gunners more than held their own in the second half and should have scored the lead.

A very strong side from the King's H.Q.B. proved much too good for 88th Co. R.G.A. who lost by 6-0. This team of the King's includes no less than seven Regt. players and it should be in the running for championship honours.

"A" Co. King's defeated 94th Co. R.G.A. by 4-0 after a hard fought game and "D" Co. King's got the better of "B" by 2-1.

The week's results are as follows:—
 "A" Co. King's... 3 88th Co. R.G.A.... 1
 "C" Co. King's... 2 "D" Co. King's... 1
 "B" Co. King's... 3 94th Co. R.G.A.... 1
 King's H.Q.A.... 6 27th Co. R.A.M.C. 0
 "C" Co. King's... 3 88th Co. R.G.A.... 0
 King's H.Q.B.... 6 88th Co. R.G.A.... 0
 "A" Co. King's... 4 94th Co. R.G.A.... 0
 "D" Co. King's... 3 "B" Co. King's... 1

It should be noted that the matches for next week are timed to kick-off at 5 p.m. except when 94th Co. R.G.A. are playing, in which case the matches commence at 4.15 p.m.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

The Victoria Recreation Club will hold its annual aquatic sports this coming week commencing on Wednesday next. The programme is a large one, and well thought out. The first day will be taken up with the half mile championship open to the Colony and the half mile championship, confined to Chinese. These events commence at 3.30 p.m. and 4.30 p.m. respectively, and will be followed by a League polo match between the U.A.C. and the R.G.A. "B."

On Thursday there are nine events, commencing at 4.30 p.m. These include the 100 yards championship of the Colony, the 220 yards Championship of the Colony, and the 100 yards Championship of H.M. Forces. Saturday will be the big day, and the first event will commence at 3.30 p.m. The 440 yards Championship of the Colony will be contested, also the 100 yards ladies' championship of the Colony. An interesting display is promised, in which the humorous and the unique have not been overlooked. Refreshments will be served.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

SEPTEMBER 21st, 1923.

Hongkong and Shanghai	
Banks	\$ 355 b. 10/5/1065 sa.
Union Insurance	\$325 b.
Douglas Steamships	\$345 b.
"Star" Ferries	\$313 b.
China Sugars	\$217 h. & sa.
Langkats (Combined)	Tls. 34 b.
Kowloon Wharves	\$153 s.
Whampoa Docks	\$153 sa.
Hongkong Lands	\$83 b.
Ewo Cotton Mills	Tls. 13 b. & sa.
Cements	\$16.80 sa.
Hongkong Ropes	\$209 b.
Dairy Farms	\$321 h. & 23 sa.
Watsons	\$212 b.
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b.—buyers; s.—sellers; sa.—sales.

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RELIEF WORK BY STEAMERS

P. AND O. "DONGOLA" ARRIVES FROM JAPAN.

GALLANT WORK BY THE CREW DURING THE EARTHQUAKE.

Seventy-two hours' relief work without a wink of sleep were put in by the Captain R. H. Griffin and crew of the P. and O. s.s. *Dongola* at Yokohama in taking on board survivors from the Japanese earthquake and in shipping them to Kobe.

Some idea of how every man of the crew worked was gained by our representative yesterday afternoon from those on board the *Dongola*. Immediately after the earthquake the ship was turned into a hospital ship for the reception of wounded and for many survivors who were fortunate enough to come through the "inferno" without injury. Those of the crew who could be spared assisted the ship's surgeon, (Dr. Young) in attending to the wounded of which there were many sad cases, and many ghastly sights. The demand for medical stores, particularly bandages was so great that in a short space of time the supply on board gave out and a large quantity of the ship's bed linen had to be used. All the cabins and officers' quarters were turned into sick bays and several of the cases were so serious that the patients could not be left for a single moment.

The patients were naturally grateful for all that was done for them and they all conducted themselves bravely. One case in particular is noteworthy. Mr. R. E. Edwards, of the Hongkong and Shanghai Bank, was brought on board with his left hand mutilated. It was apparent that, in order to prevent complications arising, his hand would have to be amputated promptly. Mr. Edwards consented to have this done without the aid of an anaesthetic. He calmly held out his hand without flinching and let Dr. Young perform the operation though the intense pain that he suffered could be seen from the beads of perspiration rolling down his forehead. On arrival at Kobe Mr. Edwards and many others were removed from the ship for further medical attention at that port.

Some idea of the number of serious cases taken on board the s.s. *Dongola* can be gained from the fact that it took the whole of one afternoon to land the stretcher cases at Kobe, not taking into consideration those who were slightly wounded and able to look after themselves.

On the journey from Yokohama to Kobe two of the more seriously injured died. They were Mrs. M. R. Robinson and Master Frank Parington. No hope was entertained of saving the lives of these two passengers. Young Parington died on the 3rd inst., and Mrs. Robinson on the morning of the 4th (the day they arrived in Kobe). Both were buried at sea.

Most of the survivors on board the *Dongola* which included 172 Chinese and a few Japanese and one Indian, left the ship at either Kobe or Shanghai. Only a few were brought on to Hongkong. These include Mrs. A. Gibson, who is still an invalid on board, and is still unable to walk. She has to be carried from her cabin to the deck where she reclines on a deck chair. This lady is proceeding home. There are also on board Mr. E. F. Johnson, Mr. S. E. Barber, Mr. and Mrs. Noble and infant, Miss Muir in charge of three children of the name of Morrison. (These children are being sent to relatives in London). A Mr. Halley was also to have come to Hongkong but he broke his journey at Shanghai.

RELIEF WORK BY N.Y.K. STEAMERS.

The Hongkong Office of the Nippon Yusen Kaisha, have received cable information from their Kobe Office to the following effect:

On the thirty-two thousand refugees from Yokohama and Tokyo, twenty thousand were carried by the N.Y.K. steamer, as also were forty thousand tons of relief stuffs. The N.Y.K. s.s. *Kosui Maru* and *Hakutsu Maru* are running between Tokyo and Shimizu carrying refugees who entrain at the last-named port. Besides the N.Y.K. are maintaining service of two packet boats between Yokohama and Kobe.

EXPERIENCE OF THE J.C.J.L. "TJISALAK"

A good deal has been heard one way or another about the fine work put in by the British and Americans at Yokohama, in the way of rescue and relief work, but little of the efforts made by Dutch steamers in the port. An illuminating interview was given to a *Daily Press* representative by the American doctor of the J.C.J.L. liner *Tjisalak*, which arrived in Hongkong from Yokohama yesterday. Dr. Crane, being a hundred per cent. American, cannot be accused of having any national axe to grind, and he paid very high tribute to the work of the Dutch and the British.

The *Tjisalak* was lying outside of Yokohama Harbour when the first shock was felt, as she had been unable to get a berth inside. The first thing Captain Van Schermbeck did was to remove his ship to a place of safety in case of a tidal wave. Huge clouds of smoke were observed rising from the city, and the vessel's motor launch, with the doctor and officers on board, entered the Harbour. The sight that met their eyes has been described several times already, but the memory of it will never grow stale for those who witnessed it.

The launch lost considerable time in trying to find a landing place, for the water front was greatly changed, and tongues of flame were licking it hungrily. The difficulty was solved for them by a Japanese who picked up swimming from the shore. He had courage enough to take them back to a safe landing place opposite the place where the Grand Hotel formerly stood. Through the smoke they could see hundreds of people standing in the water, seeking refuge from the flames, and the launch was headed in their direction. A terrible scene ensued. There was a mad rush for the boat, women and children, old men and cripples being pushed out of the way and into the water by their stronger compatriots. Women and children were torn from the boat by men, and the Europeans and Americans standing in the crowd had to combine to keep the mob back, and make way for the old and weak. "The foreigners were fine," said the doctor.

"All of them, French, German, British, or Americans. They kept their heads and were cool and methodical throughout." According to Dr. Crane, the boat made numerous journeys between the ship and the shore. When they left first of all the people in the water were greatly afraid that the boat would not return. One of the Dutch officers, Mr. Berner, finally had to volunteer to stop as a hostage before the people would let the boat go.

The *Tjisalak's* motor boat was soon joined by a lifeboat from the Ben Line Company's boat *Benlogie*. In this last boat were the *Hongkong's* Chief Officer, Mr. Drummond, Cadets Campbell and Davidson, and A.B.'s Ward and Thompson. The Doctor spoke of their work in very high praise. "They stuck with us and worked very hard indeed, nor did they quit till there was nothing further for them to do. They only had the life boat, and they were in constant danger, like ourselves. Burning oil was floating round the Harbour, a typhoon was blowing, the seas were rough and the people half mad."

Later on, when the fires were still raging, the Captain together with Mr. Berner landed to look for the Dutch Consul and the J.C.J.L. agents. They failed to find any of the latter, but were instrumental in saving a large number of injured. As the crippled people arrived at the boat, Dr. Crane patched them up roughly, and sent them on to the ship.

The *Tjisalak* was the first ship to enter the Harbour and to start rescue work at all. Some two hours elapsed before the other vessels commenced, but when they did, and others joined the *Tjisalak's* party ashore, Dr. Crane established a dressing station where the injured were treated.

Finally the *Tjisalak* decided to devote all her attention to Chinese among the people ashore, as they felt that these people were being rather neglected. In all they took on board between 2,000 and 2,500 Chinese, and brought them to Kobe and Hongkong without a single death, though there was a birth. The majority of these refugees were landed at Kobe, but 870 came on to Hongkong.

Dr. Crane spoke very highly of the work done by Dutch vessels in the Harbour, particularly the Dutch tanker *Iris*, Captain Konig.

In conclusion, he referred to the very fine work done by the surgeon of the P. and O. s.s. *Dongola*, who worked for hours into the night only stopping when he could go on no longer.

THE RUINS OF YOKOHAMA.

A number of copies of the *Japan Chronicle*—the first to reach us since the great earthquake of September 1st—arrived yesterday, and from them we reproduce several of the extracts printed below:

What is to be said? A boy kicks an ant hill and leaves only a few meaningless and shapeless pillars of earth standing above the levelled mass. Such is Yokohama. The ants get busy and build again, there or elsewhere. Men build in the same place, because Nature bids them use the opportunities she gives, whatever the risk.

Probably they will use the very ruins to make more and whereon to rear their perilous dwellings, pushing the new Yokohama further out into the sea. They will take pride in building a more beautiful city. The very terrors of the flight from death in the quake will turn their minds, not only to securing buildings but to wider streets and open parks that will not only please the eye but provide places of refuge when the next disaster comes. How the people of Tokyo were blessed with parks.

But what can one say of heaps of bricks and mortar, and tangled wires. Certainly one never knew what a civilization of wires our "before" struggling for miles through the tangle in Yokohama. Tramway wires, telephone wires, telegraph wires, lighting wires, cables of numerous strands and the single wires of the buildings' internal systems. Wires! There they lie, encumbering the ground for miles. To clear them away is almost as great a task as to install a new labyrinth.

So with the piles of bricks and steel. If a giant broom could come and sweep them all level, or if a hammer with a face an acre wide could crush them all to a common plane, the task would be comparatively easy. But to contemplate that mass that must first be taken away gives a sense of appalling hopelessness. It is the penalty of tall construction. The living quarters of the Japanese have no such terrifying problem. But it is the fate of cities—especially seaports,—to grow skyward.

The sight of a single lot waiting to be cleared is enough to appal a man. Then there is the cracked ground and the dilapidated piers and waterfront walls. Is there a single frame that can be left, even of the few that stood the shock, or must not every one be dynamited and made entirely anew?

The thing is too big. A refugee who came yesterday, was heard talking in a loud voice with high superlatives—"terrible," "awe-inspiring" and such words. They sounded painfully tame. One cannot describe the biggest storms. There is the wilderness. There is the scene of recent terror and hideous death—death to men and death to things. Cities as well as men have a sort of life. And like men, they rise on stepping stones of their dead selves to higher things. *Japan Chronicle*.

A PASTOR'S STORY.

RELIEF WORK AND OTHER THINGS.

YOKOHAMA, September 6th.

One of the busiest men on this ship, the *Empress of Australia* is the Rev. Eustace Strong, pastor of Yokohama Union Church. With Mr. Boulter, the British Acting Consul-General, he has played a leading part in the organisation and the actual work of relief parties. To-night, the 5th, he was almost too tired to talk, but he gave me the latest details of casualties, and then volunteered the interview that I had intended to ask. Needless to say, he had nothing to tell about his own part of the work, but one cannot be on the ship without seeing the devotion he put in him and his self. He told how Mr. Boulter had taken charge of the relief work on Sunday. Both the American and the French Consuls having perished, the work of direction naturally fell to him. He called a general meeting on Sunday night, at which plans were discussed, search parties formed and relief expeditions arranged. Mr. Boulter, having lost several of his staff in the disaster, has been short-handed, but his office on the *Empress of Australia* has been the general clearing house for relief work during these days. It has been a time of unrelenting toil, but people find the Consul approachable, and generally engaged with two or three visitors when he is on board. One hears many expressions of gratitude from the refugees.

To proceed with Mr. Strong's story: "I believe the first relief effort was made about 3.30 on Saturday," he said, "when Mr. Marshall Martin came to the reclaimed land with a launch and took ten refugees to the ship. Then word came through that the doctors of the *Empress of Australia* were working at No. 7 pier. Arrangements were made for the wounded to go there."

"At through that night stretcher cases were being evacuated from the Bluff. Local people did the work helped by men from the Dutch steamer *Tjisalak* and the British *Benlogie*. Also later in the night men came from the *Empress*." (It will be well known by this time that the crew of the *Empress* had been exceedingly busy saving their own ship from serious danger of fire.)

"The patients of the General Hospital were all got out into the open by the efforts of the two matrons, the staff and Tiny White. Mr. White is a man of six foot two. He was in the hospital with a very bad bite and blood-poisoning. The hospital collapsed and burst into flames. The patients were got out just in time. It could not have been done but for Mr. White. During the night the matrons stood by while the patients were got down to the *Empress of Australia*. They were transferred to the *Canada* next day. The only casualty at the hospital was the old Japanese gardener. The Japanese staff did splendidly."

"The British Naval Hospital grounds were filled with people—all told about 300. At about 2.30 they had to be evacuated by means of ropes down the cliff. Dr. Hingston and staff were working till the very end, Mrs. Hingston having been killed instantaneously in the earthquake. The last who left had their clothing burned as they went down the cliff. One case—a girl with a broken leg—had to be left in the grounds. When the flames abated I went up and found her alive. She was in a place that was fairly open."

"The American Hospital completely collapsed, and four lives were lost. Dr. Webb was pinned down, but was extricated by his staff."

"Directly after the shock certain places in the Settlement burst into flames—notably the Hongkong Bank and the Oriental Hotel. The Oriental fell across the Bund, and therefore passage was barred from the Bund towards the camp hill. The majority of the people made for the big pier—the Customs Hatoba—at the end of which the *Empress of Australia* was lying. But a large portion of the pier had collapsed, and thus all those from that part of the Settlement had to take refuge from the fire either by standing in the water in front of the Bund or by swimming out to boats, or by taking refuge in such places as the Yokohama Park."

"On the Bluff refugees from the fire assembled in the cemetery, the Bluff gardens and other open spaces. The fire did not attack the portion of the Bluff lying between the Roman Catholic Church and the Race Course. The

houses at the other end, such as Mr. Wright's house were also not burned. But not a house is left unburned between these two points.

"Shocks were felt all through the hours of Saturday and Sunday."

"It is hard to gather the details. Mr. ——— was compelled to leave his son and daughter-in-law to perish in the fire. Mrs. Wheeler was looked after by her servants and found after two days."

"Mr. Easton was very seriously hurt and was found after three days."

"Everyone testifies to the wonderful devotion and courage and unselfishness of the Japanese servants. The behaviour of the Japanese to the foreigners throughout has been one of great sympathy."

Mr. Strong spoke in terms of the highest praise of Captain Robinson and the officers and men of the *Empress of Australia*. Besides the boats already mentioned, the excellent work done by the *Andre Lebon*, the *Tillholt*, the *Dongola*, the *President Jagerman* and the *Benlogie* should be recorded, he said.

A CITY OF DRY EYES.

YOKOHAMA, September 4th.

"I have not seen a tear in any eye," says one who has been working among the refugees—especially the foreigners—since the first lifeboat left the *Empress of Australia* for the shore, to rescue people from the raging land to the safety of the ocean. Not a tear. "They have all been like one big family," he added. "I had noticed that the Japanese were not laughing as they usually do in grief. Japanese and foreigners seemed to go about calmly. They had business to do. In a disaster of this size mourning takes on a new meaning, and peoples of the most divergent customs appear strangely alike."

"I'm all in. Excuse me. I'm feeling shaky. I found my wife's body this morning." Thus spoke a Briton. He had been working for three days searching not only for his own folk but for others. His wife and her father had been found dead. His wife's mother had been rescued miraculously. The house had collapsed in such a way that an angle lapped in her. The Japanese servants had worked among the ruins, hoping against all the chances. They had been rescued. "They have been wonderful," the servants on the Bluff," he continued. "They saved Mr. Counts, too—dug him out from under a staircase. They came up weeping to ask for one and another." On the Reclaimed Ground on Saturday, he added, the foreigners generally had been speaking of the grand faithfulness of the servants.

This speaker was covered in grime with his face blistered. He was the head of one of the big firms and he wonders when any business will be done by that firm again in Tokyo or Yokohama.

Some had gained the street and escaped the direct flames. Their bodies lay almost entire, but with cruel blisters. Their must have been a far greater agony than that of others whose remains are but charred fragments—perhaps just a bit of blackened skull visible amid piled-up bricks and twisted wire and shop goods. Now many are buried in that tangled mass! No one will ever know. But already the stench is high, especially around the canal to which scores had run in vain hope of safety. Perhaps the moving-picture man will film that awful scene, and all but the ghoul will close their eyes.

The bodies of two families were together in one ruin. The elder, perhaps the mother, was crouching over the other, with arms raised. The girl was crouching lower, with head in the mother's lap.

I well fed and watered, had handed my water-bottle to an Indian, who told me "six brothers have gone down." He drank large gulps. A Japanese woman and girl came past. The elder asked for cold water for the girl. I passed the bottle, not knowing it was almost empty. But a moistening of the tongue satisfied the girl. Another bottle was offered, but they smiled, gave thanks and went on. "The shortage of water is not so severe as some had feared." A long queue of people with their bottles was waiting outside the Kencho building—almost the only one standing—where the officials dispense water and information and regulations. The well water, of which a moderate supply is available, tastes earthy and a little brackish but is drinkable. Of food also there is no extreme dearth, as in Tokyo, though many here have had to go hungry. Our boat from Kobe, the *Yamashiro Maru*, was the first to bring relief supplies, these being shipped by the Kobe officials. The vessel was hitched to the *Jishu Maru*, one of the many boats in port whose decks were crowded with Japanese refugees. Besides the main cargo of rice and flour the distributors had brought some biscuits and canned goods. These they handed from deck to deck over the bulwarks. The eagerness of the scramble for them showed that the people were really hungry, though far from the listlessness of real famine.

Women and children joined in the scramble with fervour, but only a few men. A tin of condensed milk was sought by many hands, but when it became known that it was intended for a baby on a woman's back, the only contest was for the privilege of handing it to the little one, in whose hand it was safe. Meanwhile a sick old Buddhist devotee was praying fervently, rolling beads between his hand. He had been praying at frequent intervals on the voyage and gave his incantations the credit for driving away the typhoon, supposed to be due on the 21st day. The people heeded him not at all. They were more interested in biscuits and tins. The old man may have blamed the irreligion of this generation for the great disaster. But by and by he dropped into a doze while all others were alert.

EXPERIENCES ON THE BLUFF.

Mr. William Styles, of Messrs. Sale and Frazar, Ltd., who arrived at Kobe on the *Tijlboet*, has given opinions of the manner in which the Japanese people behaved during and after the earthquake and fire. "Taking all circumstances into consideration, I think the Japanese people behaved splendidly. They were a little panicky at first, but the leveller heads soon got things in hand. They got no help from the police or other official sources. Each camp organised a vigilance committee and patrolled its immediate neighbourhood. Arms? Yes, anything; Japanese swords, revolvers, and shotguns, but mostly iron bars and clubs. I even saw a man armed with an airgun. I believe the stories that came through to Kobe, earlier of robbery, murder and other crimes to be grossly exaggerated. There were certainly a few little of these crimes at Nakamura. I saw the bodies of three men who had been cut down by the guard for carrying concealed arms and incendiary materials. One or two doubtful characters were seized and held until the troops came in on Tuesday.

"The first soldiers to arrive were a small body of cavalry, dirty and tired from a hard march. They were greeted with a rousing Banai. They immediately took charge and relieved the guard. Citizens were forbidden to move about after dark, and during the night a few shots were fired at prowlers.

"There can be no two opinions of the goodwill of the Japanese towards foreigners and their kindness to each other. They were always ready to share whatever they had. On Tuesday word came that the bonded warehouses were in danger of destruction by fire and that the Customs had thrown them open for all who needed foodstuffs to help themselves. Soon men began to arrive in camp with all sorts of things—biscuits, canned fruit, and fancy groceries of all kinds, which they shared with whoever wanted. One poor fellow actually brought up a case of boot polish which he thought to be a foodstuff of some sort. We had—or at least, some had—whiskey, brandy, champagne and wine, all of which, I am sure, but these could not take the place of good drinking water. The water in most of the wells was not drinkable, and we had no facilities for boiling it. Our greatest needs, however, were medicines, especially iodine, and candles, and it was in search of these that I came down to the waterfront. There I fell in with the officers of the *Tijlboet* and was brought down to Kobe."

FURTHER LISTS OF SURVIVORS.

P. & O. "DONGOLA."

We have given the lists of survivors brought away from Yokohama on the *Empress of Canada*, the *Steel Navigator* and the *President Jefferson*. The following is the P. & O. *Dongola's* list:—

Mr. and Mrs. Abdurrahmanoff and daughter, Russian. Mr. W. Abromits, American. Mr. and Mrs. D. Adam, British. Mr. H. Aitoff and son, Russian. Mrs. K. Alcock, British. Mrs. S. Amdur, Mr. C. Angove (P. & O.), British. Mr. and Mrs. H. Arias and child, American.

Mr. S. E. Barber, British. Mr. A. E. Barnett, British. Mr. and Mrs. F. T. Bennett and daughter, American. Mr. J. Bertram and three children, Russian. Mr. and Mrs. H. S. Bonner and four children, British. Mr. B. Bieart, French. Mrs. P. Blum and two sons, American. Mr. and Mrs. A. Brenani and four children, Peruvian. Mr. and Mrs. F. G. Britton, daughter and servant, British. Mrs. H. Broder, Mexican.

Capt. J. and Mrs. Cart, Dutch. Mr. and Mrs. F. F. Carter and son, American. Mr. R. H. Carter, British. Mr. and Mrs. Canodal Castilio and Madam Bonold, Mexican. Mr. and Mrs. R. H. Chaliner, British. Mrs. Chatten, daughter and servant, Mr. N. H. Cherviansky, Russian. Mr. J. Cocklin, British. Mr. and Mrs. R. E. Cock, British. Miss G. Cornu, Mr. J. P. De Costa, Portuguese, and two Japanese nurses, Mr. and Mrs. L. F. De Costa and two children, Portuguese. Miss M. H. De Costa, Portuguese. Mr. and Mrs. T. Julia, Ernest, and Jose De Silva, Portuguese.

Mr. and Mrs. E. Dentie and son, Italian. Mr. and Mrs. E. Dentie and daughter, Italian. Mr. K. Droomali, P. Indian. Miss D. H. Dunsdale, British. Mr. and Mrs. F. H. Dixon and child, British. Mr. D. Doultan, B. Indian. Miss H. R. Downes, American.

Mr. R. C. Edwards, British. Mr. and Mrs. F. D. Fagan and two daughters, American. Mrs. J. Farias and son, Portuguese. Mr. N. Fodorenco, Russian. Mr. E. N. Fisher, British. Mr. A. A. Fletcher, British. Mr. L. H. Frost, British. Mr. and Mrs. E. George and Gertrude, Emily, and Lucie Fox, British and two Japanese servants.

Master H. Gafaroff, Russian. Mr. P. Geller, Russian. Mr. R. Gehr, American. Miss E. Gerson, French. Mr. and Mrs. L. E. Gillingham and son, American. Mr. A. Ginson, British. Mrs. H. Grouet, German.

Miss W. Hadland, Mr. and Mrs. R. W. Hadley and infant, American. Mr. and Mrs. K. Hable and baby, Austrian. Mr. C. J. Hally, American. Miss M. S. Halsey, American. Mrs. A. Hamfelt and son, French. Mr. A. Porolis Hanny, B. Indian. Mr. L. B. Hannaford, British. Mr. E. Hansen, Norwegian. Mr. G. T. Hauschuer, Swiss. Mr. and Mrs. H. V. Hawley and child, British. Mr. A. Haxby, British. Mr. and Mrs. M. Herz and son, German. Mr. M. Howa and son, B. Indian. Mr. D. Hood, British. Major-General Boris Hroschottryk, Russian. Mr. R. H. Hughes, British.

Mr. and Mrs. G. M. Jones, American. Mr. J. F. Jennings, American. Mr. E. C. Jeffery, British. Miss G. Jeffery, American. Mr. Naraindas Jirnam, B. Indian. Mr. E. F. Johnson, British. Mr. and Mrs. K. Jublein and daughter, German.

Mr. C. J. Karris, French. Kirjassoff, two children, only. American. Mrs. E. Kocheroff, Russian. Mr. and Mrs. D. M.

Kolett, Russian. Mr. W. Krupin, Russian.

Mrs. M. Lapin, Lettish. Mr. and Mrs. J. B. Lancaster, British. Mr. and Mrs. P. Lancelot and two children, French. Mr. and Mrs. O. V. Lanning and two children, British. Mr. L. Latuf, Syrian. Miss L. E. Lea, British. Mr. and Mrs. M. Levaco and two children, Russian. Mr. and Mrs. T. A. Levack, British. Mr. J. Loyaco, Russian. Mr. J. Lopez, Portuguese. Mrs. J. F. Lyca and two children, British.

Mr. F. H. Maag, American. Mrs. A. MacArthur, British. Mr. J. E. MacNamara, British. Mrs. T. D. MacMillan, British. Mr. A. C. MacPherson, British. Mr. and Mrs. W. H. McGowan, American. Miss N. McMurray, British. Mr. and Mrs. R. Makaroff, Russian. Miss R. Maknotoff, Russian. Miss M. Martin (in charge of two Kirjassoff children), American. Mrs. E. M. Meyer, Russian. Mr. and Mrs. E. M. Miller and two children, British. Miss L. Mitter, Russian. Mr. and Mrs. O. F. Moecek and child, British. Mr. A. Monis, Dutch. Mr. and Mrs. H. N. Morin and three children, American. and Japanese nurse, Mr. Shabat Murad, B. Indian. Mr. J. L. Murray, British. Miss A. Muscovitch, Russian.

Mr. and Mrs. K. Neckelman and child, Danish. Mr. E. Nema Estonian. Mr. and Mrs. P. E. Nicolle, British. Mrs. M. Nikolaevskaja, Russian. Mr. and Mrs. H. Nilson and two children, Norwegian. Mr. and Mrs. Noble and infant, British. Mr. R. L. Ogilvie, American. Mrs. Osata and baby, American.

Miss Elena Peylova and mother, Russian. Mr. and Mrs. H. Wayne Pierson and infant, American. and Japanese servant, Mrs. Max Papendiek and son (E), German. Miss R. Parrin, British.

Mr. Tarachand Rantchand B. Indian. Mr. J. E. Robinson, British. Mrs. M. R. Robinson (died on voyage), American. Mr. W. R. Rowe, British. Mr. Samarak Kurn B. Indian. Mrs. A. Samiclov, Russian. Mr. and Mrs. Sand and baby, Russian. Mrs. E. Schatzen two sons and daughter, German. and Japanese servant, Mr. J. Schelling, Swiss. Mr. and Mrs. T. Saidl and two children, British. Mr. A. Sarbaki, French. Mr. N. Sergioff, Russian. Mr. and Mrs. H. P. Sharp, British. Mrs. A. Shelnokh and baby, Russian. Mr. T. E. Sherman, British. Mrs. E. C. Scheger and two children (1). Mr. and Mrs. Y. and Mrs. and Mrs. A. Shilevsky and two sons, Polish. and four Japanese children, Mr. and Mrs. L. Shleffer and baby, Russian. Mrs. A. Sirenora, Russian. Miss T. Sklerova, Russian. Dr. M. Skozarovsky, Russian. Mr. and Mrs. K. J. Slavinsky, Russian. L. Sorian, Russian. Mr. and Mrs. W. Sponner and son, American. Mr. and Mrs. S. Stephens and baby, British. and Japanese servant, Mr. P. J. H. Stone, British. Mrs. H. Tate and daughter, British.

Mr. Niranidas Twerchdas B. Indian. Mr. Hasmatrai Thakurdas B. Indian. Mr. E. Trovas, Greek. Mrs. S. Ungvitzaka, Latvian.

Mr. A. Uskoff, Russian. Mr. and Mrs. J. B. Vega, Mexican. Mr. C. Veigh, Czech-Slovakian. Mr. and Mrs. P. Vinogradoff, Russian. Mr. H. Vogebhoff and daughter, Russian. Miss E. Volkoff, Russian, in charge of baby Franz Stompinsky, Austrian.

Mr. and Mrs. H. E. R. Warton, British. Mr. Keun Wilcon, British. Dr. and Mrs. F. G. Yarnell, American. Mr. and Mrs. L. Zikman, Russian. Mr. and Mrs. G. Zuberoff and two children, Russian.

THE "WEST O'ROWA"

The *West O'Rowa*, Kobe's relief ship, brought down a large number of refugees, mainly Chinese, greatly relieving the pressure on the *Andre Lebon* and the *Empress of Australia*. Other refugees brought by her were:—

Mr. and Mrs. F. Abbey. Mrs. A. Clare, Miss Clare. Mr. R. E. Dayer, Mr. M. C. Dawn, Mr. E. L. Daswani (Odhani), Mr. Caracogla Delbruck, Mr. Friedrich Dinder, Mr. N. J. Dohdi, Mrs. Chas. Down, Miss Down.

Miss Sr. Edna Fitzgerald, Mr. L. Faethmann. Mr. and Mrs. Hamann and child, Mr. Hoch, Mr. and Mrs. A. M. Harris and child.

Mr. J. Khutchand, Dr. and Mrs. Kroscher and two children. Mr. and Mrs. E. Leopold. Mr. M. J. Master, Mr. C. A. Momber, Mr. C. H. Moss, Mrs. H. Moss, Mr. G. W. Moss, Mrs. Moss and two children. Mr. H. Nowawala.

Mrs. N. Parmanand, Miss Florence Popper (previously reported missing), Mrs. W. Popper.

Mr. H. B. Ramaden, Mr. J. Robson, Mr. J. C. Ross.

Mr. and Mrs. G. Shirras. Mr. T. L. Thorpe, Miss (Sr. Denis) Twobigh.

Mr. J. S. Wadia, Mr. Wagner, Miss D. Walker, Miss H. Walker, Miss G. Walker, Miss J. Walker, Mrs. Walker and five children, Mr. J. Wilson, Miss A. Woodruff, Miss L. Woodruff, Mrs. Woodruff.

Some of the above had been transferred from the M.M. *Andre Lebon* and other ships in Yokohama.

THE "TILBOET"

The Dutch steamship *Tijlboet* brought 37 British and German subjects besides other nationals. They included:—

Mrs. Anderson (International Hospital). Mr. and Mrs. Andersen and two children.

Mr. and Mrs. Bark (or Bank) and three children, Miss Budge, Mrs. Budge.

Mr. E. W. Densham.

Mr. and Mrs. Engel.

Mr. and Mrs. Forman.

Mr. M. H. Gomes.

Surgeon-Commander Hingston, R.N.

Mrs. Hallmann and son.

Miss Kasuhn, Mr. Kromert.

Mr. W. J. Lefroy, Miss Luehra, Mr. and Mrs. Luehra, Mrs. H. Luehra.

Mr. F. B. Manley, Mr. J. B. Manthly, Mr. and Mrs. Manera.

Mr. Wm. Styles.

Mr. H. W. Taylor.

Mr. Umbau.

Mr. and Mrs. Vogt.

"ANDRE LEBON."

The following is a list of the passengers who were on the *Andre Lebon* but was given subject to correction. The list was brought to Kobe by another steamer, before the *Andre Lebon* left Yokohama, and since it was made out many had transferred to other steamers:—

Mr. and Mrs. G. Binder, American. Mr. and Mrs. R. Haskin, American. Mr. Leonid Yuriff, Russian. Mr. Richard Irwin, American. Mr. L. Cox, American. Mr. Robert Blum, American. Mr. Jack Blum, American. Mr. Rupert Cox, American. Mr. Joaquin Enrique, Mexican. Mr. A. Fedatiuff, Russian. Mrs. Mabel G. Robinson, British. Mr. Tom Abbey, British. Miss Kathleen Abbey, British. Miss Barbara Abbey, British. Mrs. Richard Abbey, British. Mrs. Lettie Allison, American. Miss Edna Allison, American. Mr. and Mrs. Bertazzoli, Italian. Mr. F. R. E. Da Silva, British. Miss Henriette Mottet, French. Miss Alice Kildoyle, American. Miss Fernando Wagner, German. Miss Lucie Zahn, Swiss. Miss Marie de Figueiredo, Portuguese. Mr. and Mrs. W. J. Haw, British. Mrs. Izumi Makino Kikumura, Japanese. Mr. and Mrs. R. G. Bell, British. Mr. and Mrs. W. M. Jack, British. Miss Alice Catto, British. Miss E. Lostus, British. Mr. G. Haseltine, British. Mr. and Mrs. Stapleton and two children, British.

Mr. R. A. Bovet, Swiss. Mr. R. E. Dawer, British. Mr. J. M. Master, British. Mr. and Mrs. J. Grey, British. Mr. and Mrs. L. H. Peebles, American. Miss E. V. Peebles, American. Mr. K. Tachibana, Japanese. Mr. Du Parc de Marsoulier, Shanghai. Mr. G. Bando, Japanese. Mr. J. Cadwell, British. Mr. and Mrs. Lautara Saelvo and three children, Chilean.

Mr. G. Gome, French. Mr. Henri Pagne, French. Miss M. Pass, British. Mr. C. Thompson, British. Miss Bill, American. Mr. Arneskaen, British. Mr. Berthad Joly, British. Mr. and Mrs. Muller, French. Mr. de Torsine, French. Mr. G. A. Spedding, British. Mr. and Mrs. Bieart, French. Mr. and Miss Barthelemy, French. Mr. Rene Hailoube, Syrian. Mr. Ribeiro, Portuguese. Mrs. Pereira, Portuguese. Mrs. Galstani, American. Miss Andossie, American. Mrs. Remedios, Portuguese. Mr. and Mrs. Roudean, Belgian. Mr. and Mrs. Petit and infant, French. Mr. and Mrs. Maurier, French. Mr. Bazin, French.

Hytechniko, St. Joseph's College. Mr. Bertrand, St. Joseph's College. Mr. Abramitis, St. Joseph's College. Mr. Jeanine, St. Joseph's College. Mr. Muter, St. Joseph's College. Mr. and Mrs. Journet, French. Miss Holin and parents. Mr. Dasiyami. Mr. and Mrs. Bergiven and servant. Mr. and Mrs. Farham. Sister Superior St. Louise, Sisters Xavier, Augusta, St. Denis, Edna, Theophane, St. Engenie, St. Patrique and Antonia.

Miss Andouard. Miss Carmen Shimidzu. Miss Cyclonola. Mr. Dabier and family, Russian. Miss Abella, Spanish. Mr. and Mrs. Boiko and two children. Mr. Domille, French.

Mrs. Piqueo and the three Misses. Mr. and Mrs. Janot and child, British. Mr. Offhouse, French. Mr. Jourlin, French. Mrs. and Miss Laffin, American. Mr. and Mrs. Sardaigne and three daughters, French. Miss Vera Morgin.

"WEST PROSPECT."

The first of the refugees from Yokohama stepped ashore at Kobe from the *West Prospect*. This ship was on her way across the Pacific from Manila, and only put in at Yokohama because she was short of water. As she arrived on Saturday night (Sept. 1st) she saw first the glow of Tokyo burning. She passed the smaller but very fierce blaze of Yokosuka, and as she came into Yokohama Bay, saw all the city ablaze from the remotest end of the bluff to the limit of the Japanese town. Water, of course, was the last thing that the *West Prospect* would find at Yokohama, so, having done what she could in the way of rescue work, and having little accommodation, she took in her small complement of passengers and came back to Kobe.

Those she brought include: Mrs. Maurice Russell, Misses Marie and Katie Russell, Mr. Alfred Russell, Mr. and Mrs. P. Ninkow and boy, Mr. Ch. Rudolph, Mr. H. Vateriana, Mr. Merriman, Mr. Chas. Palmer, Mr. Lynch, Mr. Anderson, Mr. Julian, Mr. Thompson (Arthur and Bond).

Of these, not one had more than the faintest of bundles, and those only consisted of things they had been wearing at the time of the earthquake but had taken off since.

SALVAGE WORK IN YOKOHAMA AND TOKYO.

Meetings were held at Kobe of the joint foreign Boards of Trade of Yokohama and Kobe to decide on what steps should be taken to preserve and salvage foreign property in Yokohama and Tokyo. The nucleus of a committee consisting of the Chairman and the Vice-Chairman of the Boards of Trade, and the managers of the Hongkong and Shanghai and Chartered Banks, was elected and a central committee was formed. It was decided by the Committee to form a joint organisation to be styled the Japan United Trade.

(Continued at foot of next column.)

AERIAL VOYAGE ROUND THE WORLD.

NOTABLE PORTUGUESE ENTERPRISE.

The two Portuguese aviators, Admiral Gago Coutinho and Commander Sacadura Cabral, who succeeded in flying from Lisbon to Rio de Janeiro and who are the only aviators who, down to the present have used their own machines, are preparing for an aerial voyage around the world, to start in April of the next year.

The aviators intend starting from and returning to Lisbon. They will call at Algiers, Malta, Calcutta, Bangkok, Saigon, Macao, Foochow, Shanghai, Nagasaki, Kobe, Vancouver, Quebec, Fayal, and many others intermediate cities, and will travel in five hydroplanes supported by three feeding ships.

The hydroplanes are already ordered from Fokker. Four are to have a Rolls motor of 380 h.p. and the fifth a Napier motor of 450 h.p.

The four first hydroplanes will have petrol tanks of 265 gallons capacity each, while the other will carry in her tanks 400 gallons: the former have a flying endurance of 13 hours and the latter 20 hours, at 75 miles per hour.

The hydroplanes are of Monoplane type with thick wings 3 feet across their middle part. The total length of each machine is 70 feet and the depth 14 feet 6 inches.

The manufacturers, Fokkers, seeing great probabilities of success in this daring enterprise, will send, at their own cost, one of their mechanical engineers to accompany the voyage in one of the feeding ships. Napiers also, will send one of their mechanical representatives to Newfoundland to re-examine the motor before crossing the Atlantic.

Great enthusiasm reigns in Portugal, Brazil and all the Portuguese Colonies over this imposing enterprise which recalls the past, when, in the 16th century, Portuguese taught to the world the great science of navigation which, according to the words of an English writer, "is one of the greatest achievements of human genius."—Communicated.

SS. "HOISANG" DAMAGED.

The river steamer *Hoisang*, whilst proceeding to Kongmoon on Wednesday night, inadvertently got into shallow water, one of her propeller blades snapping off by hitting the rocky bottom. She managed to reach Kongmoon under her own steam, and arrived back in Hongkong yesterday. She has since gone into dock.

FOREIGN BOARD OF TRADE, AND TO SECURE REGISTRATION OF THE NEW ORGANISATION AS TO OBTAIN OFFICIAL STANDING; AND ALSO TO APPLY FOR PERMISSION TO SEND A MISSION TO YOKOHAMA TO INVESTIGATE CONDITIONS AND TO TAKE POSSESSION OF THE SALES AND OTHER PROPERTY REMAINING UNCLAIMED. It was expected that this permission would be obtained in a few days.

At the meeting the question was raised as to an order received by the Superintendent of Telegraphs in Kobe ordering that no code telegrams should be dispatched or received. It was pointed out that this would prevent relief subscriptions for Japanese and others flowing into the country and also impede firms in the task of re-establishment, and it was decided to make a representation to the Director of the Osaka Communications Bureau on the matter.

Kobe AS A SILK PORT.

Kobe, says the *Japan Chronicle*, may take the place of Yokohama in the silk business, after all, without merely sharing in it, which has been its ambition. The Kobe Chamber of Commerce has met to discuss this subject, representatives of the Mitsui, the Shinee and the City Office participating. What was decided on at this meeting has not been made known. The whole thing seems now to hinge upon the problem of banking facilities, which may be arranged satisfactorily. Manufacturers in Shinshu are in favour of Kobe, and are urging Kobe to carry out her plan promptly. Yokohama has only one firm left, of any importance, the Shinee Knisha, which is said to approve of Kobe, while the Mitsui Bussan Knisha has transferred its silk business to the Kobe office. The Osaka Chamber of Commerce is willing to sink its own interest in the larger interest of the national finances, and has decided to support the Kobe plan, especially as the Mitsui, the Nippon Cotton Company, and members of its own are for Kobe. The Chamber has passed a resolution to the effect that now that the advantage of Kobe as a silk port is beyond dispute, the Kobe Chamber of Commerce should enter upon the necessary arrangements at once, and that the Kyoto, Osaka and Kobe Chambers should co-operate in securing banking facilities in connection with the exportation. The resolution was to be brought up for discussion at the meeting of the committees of the three chambers to be held at Kyoto yesterday (8th inst.). The Fukui Chamber of Commerce is said to have sent a telegram to Osaka asking for assistance in the prompt resumption of silk exportation. A reply was dispatched from Osaka that the committee had decided on Kobe as the suitable port for raw silk and habutae silk. It is highly probable that Kobe will have this big business added to her range of foreign trade.

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ALWAYS IN SEASON,

ALWAYS IN DEMAND,

AND

ALWAYS IN FAVOUR.

ENGLISH DAMSONS	in Syrup	\$0.70
GOOSEBERRIES	"	"	"	80
BLACK CURRANTS	"	"	"	1.60
RASPBERRIES	"	"	"	1.65
STRAWBERRIES	"	"	"	1.20

LANE, CRAWFORD, LTD.

No. 1 EXTRA FINE OLD BRANDY.

T F "SHARK" BRANDY.

Per bottle, including duty	\$ 2.00
" 1/2 "	"	"	"	1.25
" CASE "	"	"	"	24.00

Bottled by Boutilier, Delauriere & Co.

LANE, CRAWFORD, LTD.

STOCKTAKING SALE.

FOR ONE WEEK ONLY. COMMENCING 21st SEPT.

COLUMBIA GRAFONLAS

20% DISCOUNT FOR CASH.

COLUMBIA RECORDS

10 INCH BLUE LABEL AND DANCE SERIES

\$1.00 EACH.

12 INCH BLUE LABEL AND SYMPHONY SERIES

\$1.50 EACH.

AT ANDERSON'S.

Wm. Powell Ltd.
TELEPHONE C. 3146.

GENTLEMEN'S TAILORS

(Hongkong Hotel Buildings).

A GENTLEMAN

has been described as ONE WHO PUTS MORE INTO LIFE than HE TAKES OUT OF IT.

Our Tailoring Ideals are to put more into Clothes than the Price entitles the Wearer to expect. That is why, judged by the most critical, our TAILORING is found to lead in QUALITY and WORKMANSHIP.

NEW AUTUMN STYLES

NOW SHOWING.

PRICES FROM \$55.

SATISFACTION GUARANTEED.

INTIMATIONS

NOTICE OF REMOVAL

THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (2nd floor), to which address all correspondence should be directed. Hongkong, 16th July, 1923.

NOTICE OF REMOVAL

ON and after MONDAY, SEPTEMBER 24th, the ASIA BANKING CORPORATION will be located in New Quarters, PRINCE'S BUILDING, 1st Floor, Street. [1331]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 31st OCTOBER, 1923 (both days inclusive). Warrants for the Internal Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDING, Hongkong, on and after the 5th prox.

By Order of the Board,
K. COCK,
Acting Chief Manager,
Hongkong, 17th September, 1923. [1317]

HONGKONG JOCKEY CLUB.

MEMBERS are Reminded that Entries for the FOURTH GYMKHANA will be held on the 17th and 18th OCTOBER, 1923. CLOSE on SATURDAY NEXT, the 22nd INST. [1325]

NOTICE

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 3, LOWER ALBERT ROAD, Hongkong, on FRIDAY, 27th day of OCTOBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 31st October, 1923, both days inclusive. By Order,
M. MANUK,
Secretary,
Hongkong, 19th September, 1923. [1327]

KOWLOON-CANTON RAILWAY, British Section.

NOTICE

DURING Suspension of the Through Express Service, An Additional Local Train will leave Kowloon on SUNDAYS and PUBLIC HOLIDAYS at 2.52 p.m., returning from SHUM CHUN at 1.30 p.m. By Order,
H. BAKER,
Manager,
Kowloon, 15th September, 1923. [1333]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamers "PREMIER" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at "Consignee's" risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 18th September.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, dented, and damaged goods, are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 24th September, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 5th Oct., or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th September, 1923. [1323]

OFFICES TO LET.

GOOD OFFICES in No. 1, HUBBELL ST. & 4th Floor on Top Floor, Line of Lift. Apply,
Box No. H.E.O.
c/o Daily Press Office.

[1316]

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor. Apply

UNION INSURANCE SOCIETY OF CANTON, LTD.

PUBLISHED TO DAY.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUPPLIES OF SECOND-HAND CLOTHING.

A SPECIAL COMMITTEE of Local Ladies under the Presidency of Mrs. E. D. C. WONG has been formed for the purpose of receiving and handing over to the Relief Committee for dispatch to the devastated Areas in Japan Parcels of Second-hand European Clothing of all descriptions for Adults and Children.

The Committee will be in attendance at the CHURCH HALL, Daily from MONDAY, 17th INST., to SATURDAY, 22nd INST., between 11 a.m. and 12 Noon.

Parcels sent by messengers should be addressed to the Japanese Earthquake Disaster Hongkong Relief Committee.

By Order,
D. F. BLAIR,
Secretary,
HONGKONG RELIEF COMMITTEE,
Hongkong, 12th September, 1923. [1330]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—
HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG & SHANGHAI BANKING CORPORATION,
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,
MERCANTILE BANK OF INDIA,
INTERNATIONAL BANKING CORPORATION,
NETHERLANDS TRADING SOCIETY,
YOKOHAMA SPECIE BANK,
HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,
D. K. BLAIR,
Secretary,
HONGKONG RELIEF COMMITTEE,
Hongkong, 16th September, 1923. [1327]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

"TIPS" interests and amuses readers the world over. It is a household word wherever the English language is spoken. Thirteen shillings per annum ensures the regular arrival to your door every week. "TIPS" is familiarly known as the "Green U". Remittances should be sent to GOSKOPF NEWS, LTD., 8, Southampton Street, Strand, LONDON, W.C. 2.

By Order,
D. K. BLAIR,
Secretary,
HONGKONG RELIEF COMMITTEE,
Hongkong, 16th September, 1923. [1327]

BOWEN & CO.,

No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

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PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Borneo—XL, XS, 880.

TO LET—GODOWN at No. 153, PRAYA EAST. Apply—GARDNER & Co., Ltd. [1334]

JUST ARRIVED—Cheque Perforators, Numbering Machines, Perforators (Cancel and Tally), RANNEY & Co., Remondif Street. [1333]

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cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 53, Queen's Road Central—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVT.

INTIMATION

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The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1923.

THE POLITICAL CHAOS IN CHINA.

THE problem of the Presidency in China still awaits a solution of some kind. The Republic of China has been now more than three months without a President—a *de facto* President at all events. All the plans, prepared apparently at considerable cost, for planting Marshal Tsao Kux into the vacant Presidency have "gone agley." Meanwhile the deposed President, who is now in Shanghai, continues to proclaim himself *de jure* President, and announces his intention "to work in order to bring about the establishment of law and order." He thinks—or at least it would be more correct to say he hopes—that this can be done by peaceful means. His ambition is to form a Coalition Government. He has been having conferences with representatives of various political groups. Among the prominent figures in Chinese politics he has met at Shanghai are Mr. TANG Shao-yi, former Premier; General TSEN CHUN-HSIAN, former Viceroy of Kwangtung; Yunnan and Szechuan; Mr. CHANG TAI-YEN, a famous scholar and reformer; and General LI LIEN-CHUN, a well-known revolutionary leader. It appears that General Li's plans contemplate the appointment of General TSEN CHUN-HSIAN as Premier, and we gather that in addition to the Cabinet it is proposed to set up a Privy Council "patterned after the system of the Seven Directors adopted in the 8th year of the Republic." This refers, of course, to the "Administrative Council of Seven" which was set up in Canton. As a precedent it is not a very happy one, for as most readers will recollect, the dismemberments of the members of the Council of Seven were acute and its brief history ended after the manner of the tale of the famous Kilkenny cats. On paper the scheme anticipates the success of Sir ROBERT HO TUN's round

table conference. With the *de jure* President (General Li YUAN-HSIANG) as President of the Council there are to be associated with him on the Council—if the scheme matures—Marshals CHANG TSO-LIN, Dr. SUN YAT SEN, TSEN CHUN-JUI, General LI YUAN-HSIANG, and certain authorities of the South-Western Provinces. The intention is that this Privy Council shall be established in Shanghai. It will be observed that the names include no representative of the Chihli Group—the group responsible for General Li's overthrow in the Capital. In an interview with a newspaper representative at Shanghai, General Li said on this subject: "If the Chihli Party are prepared to respect the law of the land and live within the Constitution, and can be governed by law instead of relying on force or intrigue, it is to the national advantage of all parties that they should co-operate, but overtures must come from the Chihli Party." General Li is in doubt as to General WU PEI-FU's attitude. "It will be advantageous to co-operate with General WU PEI-FU and General FENG YU-HSIANG if they are willing to abide by the law of the land and work for the public good, but if WU PEI-FU commits himself and throws in his lot with TAO KEX in pushing him into the office, then WU PEI-FU is not working for the public good." What the prospects are of General Li forming his Coalition Government, it is perhaps too early to say, but the present indications of the attitude of the rank and file of some of the groups concerned, as it is reflected in the vernacular Press, cannot be said to be favourable to the success of the plan. The general idea is good, but it seems hopeless to expect co-operation and mutual public service by the men in the different political camps in China.

Information has been received by the Colonial Secretariat that quarantine restrictions imposed by Newchwang against Hongkong have been withdrawn.

The Lusitano Recreation Club's Aquatic Sports will take place to-day at the Victoria Recreation Club, commencing at 2 p.m.—ADVT.

A Mukden report states that Marshal Chang Tso-lin contributed cereals, clothing and other supplies worth half a million dollars to the Japanese Earthquake Relief Fund.

A military official at Shanghai, on the West River, has been intercepting junk coming down laden with firewood. He has commandeered the cargoes and given receipts which are declared to be worthless.

Mrs. Stanley Smith, widow of one of the officers who lost their lives by the foundering of the *ss. Luangyung* in the typhoon of August 15th, left for Hongkong by the P. & O. steamer *Dongola*, with her little daughter.

The Canton Board of Education has sent subscription books to all the schools in Canton asking the students to help raise funds for the relief of the suffering Chinese students in Japan and the Japanese people.

Dr. Sun Yat Sen has given orders for another general attack to be made on Waichow, and it is stated that he has offered a reward of \$153,000 to those who capture the city within three days from the start of the attack.

The police in Canton are attempting to stop the circulation of the story that "two-thirds of the population of the world will be killed by earthquake, typhoon, and other kinds of natural calamities at the coming Mid-Autumn Festival."

Among the passengers who left by the P. & O. steamer *Dongola* were Mr. and Mrs. C. F. Maltby. Mr. Maltby, who has been a member of the local staff of the Chartered Bank for many years, has been transferred to Rangoon and he carries with him the good wishes of a wide circle of friends in Hongkong.

In the case at the Criminal Sessions in which a Chinese was charged with having two opium dyes and a number of counterfeit coins in his possession, a remark by the Chief Justice was reported yesterday in a form which reflected on the Hongkong Government rather than on the Government of Kwangtung. The paragraph should have read: "Here is a case of the Hongkong Government prosecuting a man on behalf of the Kwangtung Government for having in his possession their counterfeit coins and they (i.e. the Kwangtung Government) do not take the trouble to send their principal witness to aid the prosecution."

The Canton Daily News of yesterday says:—T. T. Ching, the former Managing-Director of the Provincial Bank of Kwangtung and Commissioner of Finance, who was found guilty of embezzlement of the Provincial Bank to the extent of more than \$3,800,000, and sentenced to death on September 6th, was pardoned by the Generalissimo, Dr. Sun Yat Sen. He was released yesterday afternoon by the Commissioner of Public Safety, General Techen Wu.

Thanks to the assistance of the Press in calling special attention to the "intensive course" in Pitman's Shorthand, which has been opened at the Hongkong Technical Institute, Queen's College (writes "Temporary Teacher") a great deal of interest has been aroused—even as far away as Shanghai. On the opening night of the course the Institute was positively besieged, so that it was difficult to find seats in the classroom for all the students who offered themselves. As a result, a beginners' class, a revision class and a speed class have been formed, each meeting three times a week. This subdivision makes it possible, now, to accept a few more students in each class.

Mr. H. E. Goldsmith, Executive Engineer in the Public Works Department, has been encouraged by the reception given to his work on "Modern Road Construction and Maintenance" to publish a revised and enlarged edition of the work. The volume is now one of 232 pages not counting the plans and illustrations. Its production is a credit to Messrs. Kelly and Walsh, Ltd., the publishers, and as for the information it contains, a technical journal says the book should be in the hands of everyone interested in the present important question of the construction of roads under the altered conditions of traffic. Mr. Goldsmith is the Executive Engineer in charge of roads in Hongkong, and the volume deals in a comprehensive and practical manner with road construction and maintenance as carried out by him in Hongkong, from observations made by him in the United Kingdom, Australia and America. We think it is generally agreed that the roads of Hongkong will stand comparison with the roads anywhere in the world.

ANGLOCHINESE MARRIAGES.

BISHOP LANDERS' WARNING.

A warning against white women marrying Chinese appears in the *Liverpool Daily Echo* from the Right Rev. G. H. Landers, for many years Bishop of Victoria (Hongkong). He says:—"Those who know the Chinese people have great respect for their many excellent qualities. Their intelligence, industry, sobriety, courtesy, power of endurance, sense of gratitude, and good nature make us love them. . . . Having said this, I shall not be misunderstood if I urge English clergy in this country to use the utmost caution and to make diligent inquiries before solemnizing the marriage of Chinese men to English women. The Chinese are the most unclean, how different are the social conditions in China. There the family, not the individual is the unit. Marriages are usually arranged by the heads of families—parents or grandparents—not by the bride and bridegroom themselves. . . . Chinese young men, except the very poorest, are married before they attain the age of twenty-one. A betrothal probably takes place years before that, and is very difficult to break off, though the contracting parties have never met. Even were a Chinese young man free when he left China, his parents may since then have affianced him to a Chinese girl, even without his knowledge. Monogamy, though in theory the rule, is by no means the universal practice in China. A rich man will have as many wives as he likes and he none the less respected by his neighbours. The position of secondary wives is such as no self-respecting Englishwoman can endure. Almost every Chinese man intends to return to China sooner or later. In South China I came across several European wives of Chinese men, who told me that they had lived happily enough with their husbands till they went back to China; after that, in almost all cases, they acknowledged that they had made a mistake. I had frequently to get the assistance of benevolent friends to assist these unhappy women to return to England or the colonies. Upper-class Chinese parents are generally strongly opposed to their sons and daughters marrying those of another race. The prospective children of such marriages ought also to be considered. It is hardly quite true that those of mixed parentage are in no way inferior mentally, physically, or spiritually to persons of pure European or Asiatic blood, but as things are at present they are in danger in many parts of the world of suffering disabilities owing to ignorant and unjust prejudice. The Christian Church and the progress of Western thought are gradually counteracting those disabilities, but ignorant prejudice and cruel customs die very slowly, not least in the East."

Of course, if the bridegroom is an established and consistent Christian some of these perils are greatly diminished. We do not forget that in Christ Jesus we are all one, and the clergy will doubtless in all cases ascertain that the man is a baptized Christian. But even so, the bride and her friends should have their eyes open to the peculiar difficulties that may await her, and at least, the need for special prayer for the grace of God to meet trials to faith, from which those who marry in their race are happily free.

FAR EASTERN CABLE NEWS.

[FROM THE "DAILY BULLETIN."]

CHINESE GOVERNMENT'S FINANCIAL STRAITS.

PEKING, September 20th.

The Government is in more serious financial straits than during any previous festival, though its propagandists are issuing reports that there will be no difficulty in tiding over the festival.

One report, which is untrue, is that the Hongkong bank agreed to advance \$1,200,000 for eight months secured on the Salt Surplus.

Meanwhile, the Government is being pressed on all sides for cash.

Wu Pei Fu has requested the Ministry of Finance to furnish \$250,000 for military expenses following Chang Hu's promise to the Chinese bankers to arrange for the amalgamation of the Ninety-Six Million Loan with the Consolidated Loan Service.

A Chihling mandate was issued to-day approving of this proposal and authorising the Ministry of Finance to inform the Inspector-General of Customs to this effect.

It is generally believed that Sir F. A. Aglen will refuse to agree to such an amalgamation.

FINANCE READJUSTMENT COMMISSION.

PEKING, September 20th.

The inauguration ceremony of the Commission of Readjustment of Finance took place yesterday at Yingtai, within the President's Palace.

Kao Ling Wei, the acting head of the Government, attended on behalf of the Government, and a number of advisers, technical experts and others were present.

COPPER NOTE SLUMP.

PEKING, September 20th.

A serious situation has arisen in Peking over the rapid depreciation of copper notes, which during last month dropped to 200 to the dollar, yesterday slumped to 250, and to-day fell to 300.

This falls heavily on the poorer members of the community, who make their purchases in this currency.

It is alleged that the Government have been printing and issuing too many as a means of raising revenue. It is understood that the troops and gendarmes around Peking have been paid with these notes, and if the present depreciation continues fears are entertained that trouble may ensue.

ALLEGED JAPANESE GENDARMERY SCANDAL.

OSAKA, September 20th.

An *Asahi* "extra" reports an alleged scandal in the Tokyo Gendarmerie, whereby a certain captain has been court-martialed.

In this connection, the *Asahi* reports the compulsory retirement of Colonel Oyama, Commanding the Tokyo Gendarmerie, and Major-General Koidzumi, Commander-in-Chief of the Gendarmerie, and the replacement of General Fukuda, Commanding the Troops in the devastated area by General Yamashita, ex-Minister for War.

The nature of the captain's offence is not revealed.

ECHO OF PEKING TRAGEDY.

EXTRAORDINARY INTEREST IN ITALIAN TRIAL.

The following from the *London Daily Mail*.

Extraordinary interest has been aroused by the forthcoming trial at Ancona of the Marchesa Amanda Durazzo, who is charged with "having" violently assaulted Signora Maria Cicci with a horse-whisk on the night of June 5th, 1921, in the Hotel des Wagon-Lits in Peking, injuring her so that she has lost the use of her hands, while her health has been permanently affected. The Marchesa Durazzo is the wife of the late Italian Minister in Peking. An attaché at the Legation, Captain Pini had been an intimate friend of Signora Cicci in Italy for many years, until he obtained his appointment in Peking. He was there admitted to the Minister's family circle and used to give lessons to the marchesa's children.

Later Signora Cicci arrived in Peking. The marchesa sought an interview with her at her hotel, with the object, it is stated by the prosecution, of persuading her to leave Peking. Soon sounds of a violent altercation were heard; and Signora Cicci was eventually found in a fainting condition covered with blood. She was taken to the English hospital, where three days later Captain Pini visited her. On returning to his room he blew out his brains. The marchesa, a young and beautiful woman, admits having used a horse-whisk, but declares that Signora Cicci cut her own wrists in an attempt at suicide.

CABLES.

LATEST CABLES.
(THROUGH SUBMARINE AGENCY.)

THE LAWLESSNESS IN CHINA

THE TIMES ON "IF CHINA FAILS"

LONDON, September 20th.

Commenting on a telegram from its Peking Correspondent on the subject of lawlessness in China, *The Times* expresses the opinion that it is hopeless to proceed by ordinary diplomatic means against such a disintegrated community as the present day China. It thinks the most eminent provincial governors could probably be enlisted to support a practical scheme for readjusting the fiscal relations of Peking and the provinces, but, in any case, the Foreign Powers cannot allow themselves to be flouted any more.

If China fails to act herself there are several ways in which the Powers can effectively assert their views, the last resort being a large increase of the foreign garrisons.

Coincidentally with the announcement of an early resumption of Anglo-French and Spanish negotiations in regard to Tangier a Washington official declares that the Government has addressed these powers demanding an open door policy in Tangier for America.

THE EARTHQUAKE IN JAPAN.

BRITISH SUBJECTS KILLED.

Kobe, September 20th.

The third official list states that the following British subjects are reported amongst those killed: Mr. O. T. Benney, Miss Mabel Francis, Messrs. L. Hawkes and R. B. Kenney, Miss Evelyn Scott.

RUSSIA AND JAPAN.

SUBSCRIPTIONS CEASE FOLLOWING AN OFFICIAL STATEMENT.

Riga, September 20th.

Advices from Moscow state that Russian subscriptions to the Japanese relief fund have ceased, some of the subscribers demanding the return of their money, following an official statement that the Russian steamer *Levin*, carrying medical supplies for sufferers in the earthquake, was ordered to leave Japan as she was suspected of carrying out Communist propaganda.

The crew of another Soviet ship were forbidden to land.

REDUCTION OF ARMAMENTS.
IMPORTANT WORK FOR LEAGUE OF NATIONS

Geneva, September 20th.

The most important work of this year's session of the Assembly of the League of Nations will undoubtedly be a draft treaty for mutual assistance, enabling a reduction of armaments.

The committee dealing with this matter have up to the present adopted thirteen out of the nineteen articles.

The thirteenth article provides that any State, being a member of the League of Nations and not a signatory to the Treaty, may benefit by its reference to the Secretary-General of the League who shall inform the other high contracting parties. The article states that those States which are not members of the League may become parties to the Treaty subject to the consent of two-thirds of the signatory States.

GERMAN CURRENCY.

FINANCIAL DIRECTOR'S
BRILLIANT COUP.

Berlin, September 20th.

Excitement has been created on the Bourse by a brilliant coup engineered by the Financial Director, Herr Freilinger, instructing the Reichstag to meet all demands for foreign currency.

Traders and speculators who have been accustomed to receive approximately five per cent. of their requirements have formed the habit of considerably oversteering their needs, with the result that they were astonished when their full demands were met. Unable to pay for their full allocation, they threw the foreign currencies back on the market causing an improvement in mark quotations to four hundred and fifty million to the pound.

LATEST CABLES.

ANGLO-FRENCH CONVERSATIONS.

GERMAN POLITICAL CIRCLES
MYSTIFIED.

Berlin, September 20th.

Political circles are mystified regarding the significance of the French reports of a restoration of the Entente.

A semi-official statement announces willingness to abandon passive resistance on certain terms; notably, that those imprisoned shall be paid an amnesty, those expelled shall be allowed to return and the administration returned to the hands of German officials. The statement declares that the reparations question may then be solved by effective payments in a manner entailing evacuation of the Ruhr and the restoration of normal conditions in the Rhineland.

BRITISH PREMIER'S FAREWELL MESSAGE.

Paris, September 20th.

Prior to proceeding to London at noon today, Mr. Baldwin this morning laid on the tomb of the Unknown Warrior a wreath of laurel and red roses.

A farewell message was issued by the Premier, saying that he was delighted with his stay in France and his visit to Paris, and was deeply touched by the numerous proofs of friendship and goodwill he had received.

EARLIER CABLES.

NO INFORMATION REGARDING
PREMIER'S MEETING.

London, September 20th.

Official quarters in London have no information of yesterday's meeting in Paris. The fact that Mr. Baldwin postponed his return to London till tomorrow is regarded as indicating that sufficient headway had been made to warrant a resumption of the conversations, possibly after Mr. Poincaré meets his Cabinet.

A Paris message states that Mr. Poincaré made a statement on the foreign situation to the Cabinet Council. Mr. Baldwin made personal calls this morning, and then visited Versailles.

Paris, September 20th.

Mr. Baldwin, in the course of the farewell call on Mr. Poincaré expressed entire satisfaction with yesterday's interview. The leave-taking was very cordial.

THE OPIUM TRAFFIC.

PROPOSAL FOR ANOTHER INTERNATIONAL CONFERENCE.

Geneva, September 20th.

The Opium Traffic Committee has passed a resolution requesting the Council of the League of Nations to invite interested Governments to confer with the purpose of deciding on a reduction in the quantity of raw opium which may be imported for smokers in the territories where its use is temporarily maintained, and of considering measures to be adopted in China for the suppression of opium production and the illicit use thereof. The Council will also be invited to seek an opportunity for assembling a second conference comprising all the members of the League and all the parties to the 1912 Hague Convention.

STATEMENT BY CHINESE DELEGATE.

Geneva, September 20th.

Speaking before the Opium Traffic Committee, Mr. Chao Hsin-chu agreed with the American, Mr. Porter's interpretation of legitimate use as being for medicinal and scientific purposes. He pointed out that China was the country making no reservations to the American proposals, and gave an assurance that China would be able to totally suppress the traffic in the near future. He reiterated that the Government had never considered the advisability of legalising the opium traffic; and expressed China's indebtedness to Sir John Jordan and Lord Hanlin for their assistance in ridding China of the opium traffic.

ABYSSINIA AND LON.

ADMISSION OPPOSED ON ACCOUNT OF SLAVERY REPORTS.

Geneva, September 20th.

A difference of opinion was expressed in the committee appointed to investigate the application by Abyssinia for admission to the League, in consequence of the supposed existence of slave-trading. Sir Hans Hamm (India) associated himself with the French delegate in favour of admission, but Sir Joe Cook (Australia), opposed it. The committee ultimately decided to recommend that the Assembly grant the application subject to receiving certain desired assurances.

LON. COMPETENCE IN ITALO-GREEK DISPUTE QUESTION SHELVED.

Geneva, September 20th.

There is general disappointment that the Council of the League of Nations did not debate the question of its competence in the Italo-Greek dispute. Viscount Ishii announced that, in view of the different interpretations, the question would be submitted to jurists, and would therefore be shelved for the present. Lord Robert Cecil accepted this proposal.

BULGARIAN COMMUNISTS.
CLASH WITH TROOPS.

London, September 20th.

Reports of a revolutionary rising in Bulgaria are denied by the Bulgarian representatives in London and Geneva.

These reports are explained by a Sofia message which says bands of Communists at Starazagora, Novazagora, Tahirpan and two other townships attacked the police stations and barracks with the object of liberating their comrades arrested ten days ago. Troops were called out, and there were a number of casualties in the fighting. Six Communists were killed and 6 wounded, and one soldier and one civilian were wounded, at Starazagora.

RECALCITRANT UNIONISTS.
NEW YORK PRINTERS' ILLEGAL STRIKE.

New York, September 20th.

The owners of the metropolitan newspapers have informed the president of the International Pressmen's Union that they have refused to deal further with the local organization, declaring its strike illegal. The men are defiant, and declare they will await the president's threatened revocation of the local union's charter.

The president of the International Pressmen's Union has announced that the twenty-five hundred strikers are no longer members of his union, because their action is illegal. The union will provide non-strikers with "working cards." The papers still appear under a common caption, but each is issued under its own name in its own style and type, with its usual features. The publishers state that this common newspaper has reached seventy per cent. of the normal circulation.

DUTCH NAVAL DEFENCE.

EAST INDIES PROPOSAL TO BE DISCUSSED.

The Hague, September 20th.

The Second Chamber has approved the proposal to discuss the Naval Construction Bill in connection with the defence of the Dutch Indies next month. Meanwhile Herr Troelstra will interpellate the Government on October 11th regarding the causes of the recent Cabinet crisis, when the Finance Minister resigned. The interpellation will also deal with the financial situation in the Netherlands and the Indies.

BANK OF ENGLAND PROFITS.

London, September 20th.

The Bank of England in the six months ending August 31st made net profits of £274,165. After payment of a dividend of six per cent. the undivided profit stands at £3,019,255. In the corresponding six months of last year the amounts were £201,351, five and a half per cent. and £3,084,979, respectively.

U.S. BASEBALL CHAMPIONSHIP.

New York, September 20th.

The Yankees, by winning today's baseball, are sure of winning the American League championship. Therefore they meet the champions of the National League at the end of the season.

AMERICAN GOLF TOURNEY

Chicago, September 20th.

In the third round of the Amateur Golf Championship, Sweetser defeated Guilford 3 and 1, Gardner beat Shute 6 and 5, Oimmet beat Voncha 2 and 1, and Marston beat Wells 4 and 3.

HOWQUAH.

Mr. Poulteney Bigelow tells us in the *Christian Science Monitor* that it was in 1875 the then venerable A. A. Low saw him off aboard the last of his famous clippers—the *Surprise*, built in Boston. She was bound on a trip round the world by way of the Cape of Good Hope to return by way of the Horn. In Canton he was to give his regards to whoever then represented Howquah's respected name. After 132 days of uninterrupted sailing the ship struck a sunken rock off the coast of Japan, turned bottom up, and thus he failed to see Canton on that voyage. His next attempt in 1899 was more successful, and he was received hospitably by the grandsons of the original Howquah of the old Hong days. Incidentally he tells us he had his Rob Roy canoe with him, and did much sailing and paddling in Canton, Macao, and Hongkong waters, and at the mouth of the Yangtze. Mr. Bigelow concludes:—

"Reminiscences may rise or empire crumble, autocracy be destroyed, and in its place democracy rise, with ten times more despotism. Through every external vicissitude China remains the same as to her millions of domestic units. The grandson of the great Howquah took me into the sanctuary of his home because, forsooth, my friend had been the friend of his ancestor. Were I to revisit Canton in the next thirty years, it would be the fifth generation from Howquah the Great; but, none the less, there would then be shown the same Chinese gratitude. If that be ancestor worship, then am I also of the Howquah congregation."

COURT MARTIAL.

PROCEEDINGS AT MURRAY BARRACKS.

A District Court Martial assembled at Murray Barracks, yesterday for the purpose of trying three privates of the 2nd Battalion, King's Regiment, on various charges.

The Court was presided over by Major S. B. Coates, 24th Bombay Grenadiers (K.E.O.). The other members of the Court being: Captain G. M. Skinner (King's Regt.) and Lieut. J. W. Bingham (R.G.A.).

A PRIVATE WHO CREATED A DISTURBANCE.

The first accused brought before the Court was Pte. Sidney Taberner Smith, King's Regt., who was charged with being drunk on September 7th, 1923; and also with striking his superior officer on the same date.

According to the evidence of the principal witness, Lance-Corpl. J. Burdett, the accused created a disturbance in the passage way outside a Barrack Room at Mount Austin Barracks, at 10 p.m. on the day in question. The witness went out and ordered him to his bed. Smith went away but returned five minutes later and renewed the disturbance. Witness again ordered him to his bed whereupon Smith turned and struck him several blows on the head with his clenched fist. The accused was drunk. He was arrested and placed in the guard room.

Corroborative evidence was given by members of the guard who all stated that Smith was drunk. Smith denied striking the Lance-Corporal and Capt. Hannay, the prisoner's friend, called the attention of the Court to Chapter 6 of the Military Law which stated that no one could be convicted on uncorroborated evidence.

The Court found the accused "Guilty" on the first count and "not guilty" on the second count. The sentence of the Court will be promulgated in due course.

FROM SOLDIER TO CIVILIAN.

WHAT A CORPORAL SAW IN THE SEAMEN'S INSTITUTE, KOWLOON.

Looking through the window of the Seamen's Institute, Kowloon, on September 10th, Corporal West, on Military police duty, saw a man in civilian clothes leaning over a billiard table. He recognised him as Pte. William Pyc, of the King's Regt., whom he knew to be missing from his Regiment. He entered the billiard room and found that Pyc had disappeared. On making a search of the building, in company with other military police, he discovered the accused in an outbuilding of the institute. The accused ran through the building and down the main road. After fifteen minutes' chase he was caught and taken to Wellington Barracks.

According to the evidence of Corporal Whitehead, the prisoner had been missing from roll call at Mount Austin Barracks from the night of the 8th inst.

Evidence was also given showing that the accused was deficient of practically the whole of his soldier's kit.

The accused elected to give evidence. He told the Court that on Saturday night, the 8th inst., he went over to Kowloon at 6.30 o'clock with the intention of going to the Star Theatre. In the restaurant of the theatre he met two American sailors of the *U.S. President Lincoln*. They had a talk about the Regiment and later the sailors asked him to go over to Hongkong. There they went to the Soldiers' Club and started drinking and, not being used to beer, it soon had an effect on him. All three went back to Kowloon and went on board the *U.S. President Lincoln* where they persuaded him to put on civilian clothes and they told him the boat was going to Manila. "But I did not want to go there," added Pyc, "so I started looking for my uniform but could not find it. So I left the boat and went to the Children's Playground where I spent the night." At 7 a.m. next day he went to the Seamen's Institute, Kowloon, and stayed there until Monday, as he was afraid to go back to barracks. On Monday when his money was finished he made up his mind to go back that night but when the Military police came he ran away, knowing that it would be the worse for him if he was caught. In reply to a question by the prisoner's friend (Lieut. J. W. Thompson), Pyc said that when he left Mount Austin Barracks his kit was complete.

Speaking on behalf of the prisoner, Lieut. Thompson said it was obvious that if this man had decided to desert he would have stayed on board the *President Lincoln*. It would have been an easy matter for him to stow away on one of those boats. In the time at his disposal he could have got much further away than Kowloon. He could have gone to Canton or Macao.

After a short adjournment the Court found Pyc guilty of the charges preferred against him, viz: (1) Attempting to desert from his regiment; and (2) leaving by neglect a number of articles of clothing and equipment.

The sentence of the Court will be promulgated in due course.

(Continued at foot of next column.)

SPANIARD FINED.

CHARGE OF RECEIVING FAN STOLEN FROM EUROPEANS.

Describing himself as Spanish, Julio Cruz, a youth of nineteen, appeared before Mr. Melbourne at the Magistracy yesterday charged with the theft of an electric fan, the property of Mr. Richards, of 33, Armand Buildings, Austin Road, Kowloon, from which address he was alleged to have stolen it; there was an alternative charge of receiving the stolen property.

Detective-sergeant Dickson intimated to His Worship that he had no evidence to offer on the charge of theft. With reference to the other charge the defendant had made a statement to the police to the effect that two men, whom he knew, took the fan to him, told him they had stolen it by climbing into Mr. Richards' room, and asked him to sell it for them for \$30. In return they offered him ten per cent. of the price he obtained.

Defendant repeated this story, and the first charge was withdrawn.

Defendant also stated that he arrived in the Colony at the time of the Strike, and had been unemployed ever since, with the exception of a few odd jobs with shipping companies as tallyman. He was arrested while trying to dispose of the fan in Pottinger Street. His present address was 178, Wunging Street.

Sergeant Dickson stated that when the police arrested the man they did not know to whom the fan belonged. Defendant told them himself, and took them to the house from which it was stolen. The owners did not then know that it was missing, though Mr. Richards subsequently identified it.

Defendant was fined \$100, and given the alternative of a month's hard labour.

DIMINUTIVE OFFENDERS.
CHILDREN IN ILLEGAL POSSESSION OF WINE.

A very small Chinese boy appeared before His Worship Mr. Melbourne at the Magistracy yesterday morning, charged with being in illegal possession of a jar of sam-shu wine.

Chief Preventive Officer Clarke, who brought the prosecution, told His Worship that there had been a good deal of trouble with these children lately. He had let several of them go because they were so small, but he felt that an example had to be made. He was not asking that the boy should be fined or sent to prison, but thought the case would be met if his Worship would have the boy whipped.

His Worship (to defendant): what were you going to do with the wine, drink it?

The lad replied that it had been given to him by a man on the Praya. He had told the man that he could only drink one cup, whereupon the man had replied, "Never mind, you can keep it."

Sentence of six strokes with a light cane was passed.

SIKHS IN TROUBLE.

Two Sikhs, one a money-lender and the other a watchman, appeared before Mr. Wood at the Magistracy yesterday on charges of disorderly conduct and fighting in Caroline Road.

The Chinese constable who arrested the men stated that they were pulling each other's heads and hair, and struggling together on the ground.

Divisional Inspector Aires told the Court that both men had been before him at the Wanchai Police Station on several occasions, always for this same offence of fighting. There appeared to be some family trouble, and whenever the two met there was a fight. He had warned them, and as they took no notice but continued in the same old way he finally brought them to Court.

Defendants were fined, and warned that the next time they appeared they would be imprisoned.

A STRANGE ATTIRE.

On this afternoon of the 10th inst. Pte. John Roberts, of the King's Regt., walked into the Battalion Guard room at Murray Barracks. He told Lance-Sergeant Baker, in charge of the quarter guard, that he was an absentee. When he gave himself up he was attired in army shoes, civilian long stockings, civilian white shorts, an army grey shirt and no head dress.

It appears that Roberts had been absent from his quarters at Mount Austin Barracks, from the 7th inst. to the afternoon of the 10th inst. He was placed under arrest and yesterday afternoon was tried by District Court Martial, for being absent without leave and for being deficient in his kit of one bolster slip valued at something over one shilling.

The accused pleaded "not guilty" but after the evidence had been taken the Court pronounced the defendant "guilty" on both counts. The sentence of the Court will be promulgated in due course.

Lieut. C. P. Moore prosecuted.

HONGKONG WEEKLY SHARE REPORT.

Messrs. Benjamin and Potts, in their Weekly Share Report, dated yesterday:—The period under review has again been a quiet one, but in spite of the small volume of business passing rates show little change on the week and there seems no disposition to sell below current quotations.

The Shanghai market is steady and prices show little alteration.

Banks.—Deals were made in Hongkong and Shanghai Banks as low as \$1.65, but the market has since recovered and shares could be placed at \$1.66, after sales at \$1.65. The London quotation remains unchanged at £123 (middle).

Marine and Fire Insurance.—Hongkong Fire was bought at \$480, but close easier. There are buyers of Cantons at \$600. North Chinas at \$1.40 and China Fires at \$1.20. Unions have been booked at \$25/227.

Shipping.—Douglas Steamships have again stiffened and are wanted at \$65. Deferred Indos have met with enquiries, but no shares are obtainable although \$135 could be got. The Deferred shares have been negotiated at the improved price of \$40. Star Ferries are saleable at \$53.

Refineries.—China Sugars after having appreciated to \$319 have lapsed to a nominal quotation. Malabons at \$55 have been neglected.

Oils and Mining.—Langkats have changed hands to a fair extent at \$34/34. Kailans are wanted at 63/- and Tronchs at 29.

Electric Companies.—Hongkong Electric has been booked at \$311/311. China Lights have buyers at \$14.85 and \$14.70 for the Old and New shares respectively.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves have been negotiated at \$153/158, the market closing easier. Hongkong and Whampoa Docks have been taken at \$152/153. New Engineerings have been done at \$1.70 and continue in request. Shanghai Docks have receded to \$1.92.

Lands, Hotels and Buildings.—Hongkong Lands have declined to \$63. Humphreys Estates have been sold at \$24. Kowloon Lands at \$53. Prince's Buildings at \$115 and Hongkong Hotels at \$26.10 and \$25.95 for 1923. Old and New shares are unaltered from last week.

Cotton Mills.—Swas fell away to \$1.23 in the early part of the week, but a somewhat better demand for the shares has lifted the price to \$1.31. Shanghai Cottons are enquired for at \$1.80 cum rights after transactions at this rate. Orientals have lapsed to a nominal quotation of \$1.54.

Miscellaneous.—Dairy Farms have fallen away to \$221. Green Island Cements have been subject to considerable fluctuation, after sales in the beginning of the week at \$23, the price dropped to \$21. They are, however, stronger again with buyers at \$22.70, ex the interim dividend of 50 cents just paid. China Providents have been bought at \$24. Lane, Crawford have again been put through at \$17.30/18. Deals have been made in Hongkong Engineerings at \$51 and Taxicabs at \$5. Hongkong Ropes have eased off to \$39. Pank Trams (Old) are wanted at \$14.80 and Watsons at \$21.

Forward Settlement Days.—27th Sept. (Thursday), 28th October (Friday) and 27th Nov. (Tuesday), 1923.

Exchange.—The T.T. selling rate on London to-day is 2/3 and on Shanghai 73.

SEAPLANES FOR OCEAN SUBMARINES.

NEW DEVELOPMENT IN AMERICAN NAVY.

The United States Navy has decided to fit all its ocean-going submarines of the "S", "T" and "V" classes with special small seaplanes. These air craft have just passed very successful tests, and they can be struck down and stowed on board a submarine or patrol vessel without difficulty. Experiments are to be carried out with all-metal machine now being built, but in the meantime no opportunity is to be wasted, and the older wood-and-canvas machines are to be ordered at once.

Some months ago a report that the Japanese were designing a large bombing machine that could be taken to pieces and stowed in an ocean-going submarine caused considerable comment along the west coast of the United States. The Germans have also been carrying out similar experiments, although they are not permitted to own submarines.

DARTLE-PAINTING NO PROTECTION.

Should any naval Power in future warfare use underwater craft against merchantmen the added danger of a flying tender can well be imagined, for there would be no longer any hope of eluding the enemy by dartle-painting to disguise the course and speed of the ship, or by apparatus for concealing smoke, except perhaps, in narrow waters, where the enemy would not dare to stay sufficiently long on the surface to get the seaplane away. The machine would not be used for bomb-dropping, but would probably follow the tactics of the seaplane tender of the German raider *Wolf*, which not only acted as scout and greatly increased her range of vision, but also flew on ahead and opened fire on her intended victim with machine guns, which generally persuaded her to stop and await the arrival of the raider.

It would also mean a very considerable alteration in our war-time ideas of anti-submarine patrol, as little craft like motor launches would afford small protection against machine-gun fire unless they had so much steel armour that their speed would be seriously impeded.

Twenty-seven men lost their lives as the result of an explosion which occurred on July 26th in the Maltby Main Colliery Company's pit. Eight men were killed in a colliery explosion at Killybeg, near Glasgow.

NAPIER JOHNSTONE'S

'N. J. CLUB' SCOTCH

The "Peg"
pre-eminent
since
1745



OBTAINABLE FROM
LANE, CRAWFORD, LTD.
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This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavor, and still maintains a world-wide identical quality.

If you suffer from INDIGESTION CONSTIPATION, HEADACHES, FLATULENCE, BILIOUSNESS or PAINS after EATING

Indigestion, with the train of ills which invariably follows can be prevented or banished. The first step towards prevention or cure is to get the organs of digestion—stomach, liver and bowels—working efficiently. Mother Seigel's Syrup is the recognised standard remedy for digestive ailments. Its value has been proved in thousands upon thousands of cases. This is because Mother Seigel's

Syrup goes direct to the root of the trouble. It acts gently but effectively on the organs of digestion, strengthening and stimulating them to healthy activity. Thus it ensures the proper digestion of the food you eat and the extraction and assimilation of the nourishment it contains. Good food well digested is the true source of all physical strength and well-being. Put Mother Seigel's Syrup to the test yourself.

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FRENCH GOVERNMENT'S Springs

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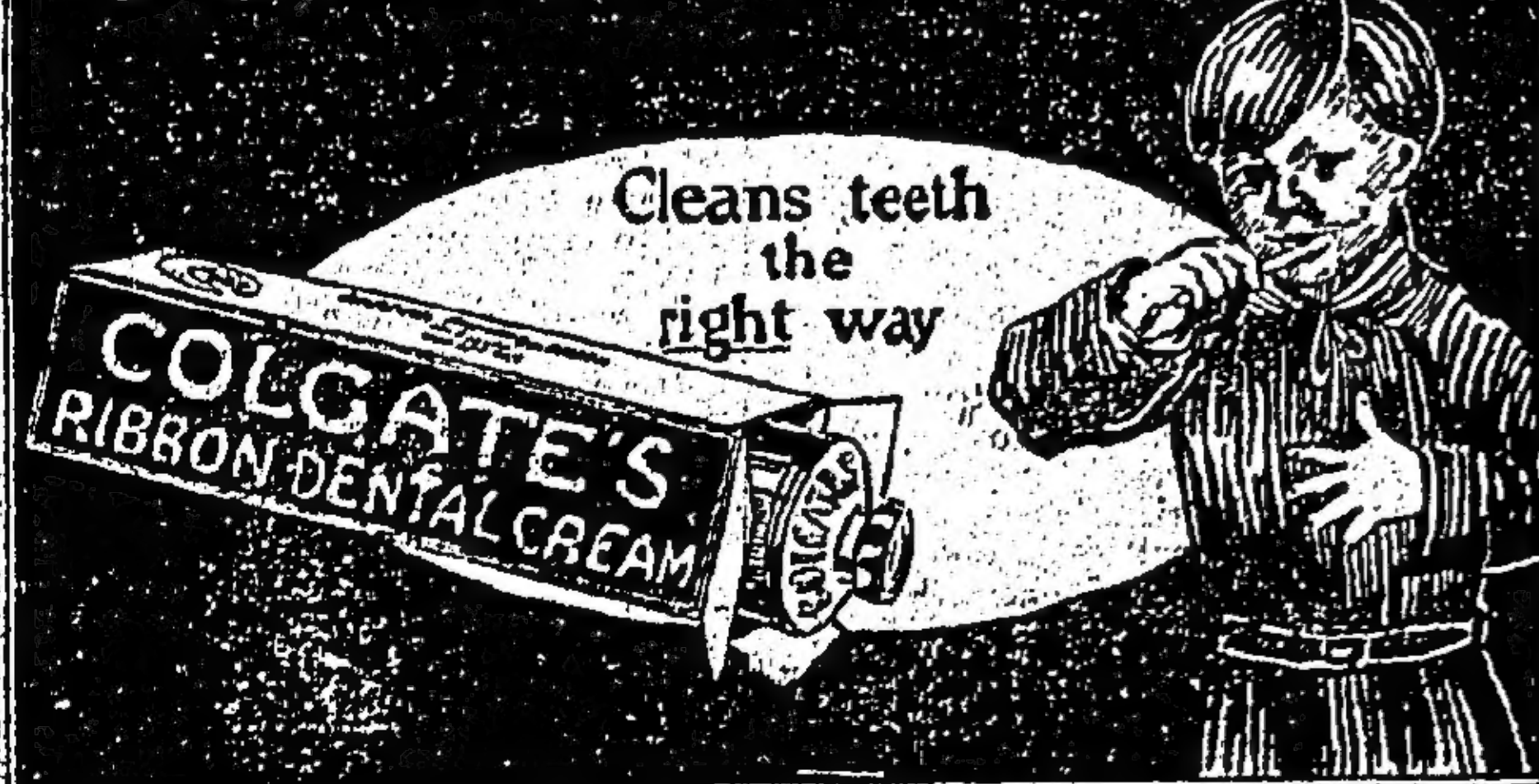
In bottles, half and splits

Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY GRANDE-GRILLE For Liver trouble and Bilioussness.
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Refuse substitutes. — Mention name of Spring required.

COLGATE'S



Cleans teeth the right way
COLGATE'S RIBBON DENTAL CREAM
Agents:—HONGKONG TRADING CO., LTD.

GERMAN HOUSE KEEPING. MIDDLE CLASS STRUGGLES. THE PLUNGING MARK.

A correspondent writing to *The Times* says:—

A few days ago I came back from Germany with a bundle of 50,000 mark notes in my pocket. They were merely the savings of my German holiday money, but I could have bought myself a new hat with them or stood myself a very good dinner indeed. If I went back again now I should hesitate to offer them as a tip to the porter who carried my bag, for they are worth about a tenth of what they were then. Simply by letting these notes lie for a few weeks I am the poorer by six or seven shillings. What, then, of the Germans themselves, all of whose money is carried in this unstable currency? Can they manage to avoid being made poorer all the time? Before leaving Germany I went to call on my old friends, the W's, and their case, as I saw it, answers this riddle to some extent and explains how the average German middle-class family lives. Old W. is a lawyer, who retired from practice during the first years of the war, having earned the honorary title of *Justizrat*, and seen his three children safely started in life.

I rang up young W.—first. When the war broke out he was learning to be an architect. He went into the Air Service, served with distinction as a pilot, and was rewarded by being given a captain's commission in the State Police. His reply to my general inquiry about the well-being of the family was "first rate." He gets his salary paid quarterly in advance. It is barely enough to live on, but it gives him a little capital to play with, which is everything. Old W.'s reply, when I saw him later, was less emphatically favourable, but still gathered that, all things considered, life remained bearable.

ADVANTAGES OF A FLAT.
The W.—a great asset has been their flat, as it has been to many middle-class German families. It is a very roomy one, and there live in it now, besides Herr and Frau W., a young official and his wife, a rather mysterious Russian, and an American student of music. The flat is the pride of Frau W.—the heart, for she pays in dollars. The flat is run by Frau W.—with the help of a "charwoman." As rents are kept low, by a Tenant's Protection Act, what is paid by the lodgers more than covers all expenses connected with its upkeep. The old man has had to take up work again, and every now and then gets a fee for giving legal advice or witnessing an affidavit. These fees are regulated by the official multiplier, which is fixed weekly, so that, although the mark tumbles down and down, Herr W.'s fees, as a unit for reckoning in, remain as stable as the dollar, or nearly so.

So the two old people manage to rub along. It is harder work than either of them expected to do at their time of life, but they exist. Herr W. smokes a pipe. He has had to give up cigars, except when he gets one from his son. The housekeeping problem is greatly helped by occasional supplies which come from their daughter, who has married a well-to-do manufacturer and has a small country house with a farm in Pomerania. There are two families to live in the present financial confusion. One of these is the index figure, or official multiplier, by which a real value is maintained, in wages, prices, and fees of all sorts, whatever the rate of the mark. The second is "speculation." When I went to see the W.—s for the first time after the war, two years ago, Frau W. was shaking her head over her children. Her son, and even her daughter, had taken to speculating on the Stock Exchange. "They make quite a lot of money, too," she said, but that did not make the habit seem any less reprehensible to her careful mind. However, a year later she was poring over the Stock Exchange List as eagerly as any of them.

This so-called speculation, as a matter of fact, loses most of its element of uncertainty, even for a layman, when the currency depreciates as steadily as the mark has done. Whenever the mark takes a plunge there is a boom on the stock market, and up go the prices of stocks and shares just as surely as the price of boots or butter, and several do-grees more quickly. The average German now puts his spare cash into industrial shares, just as in normal times he would have put them into a savings bank. When he wants to buy a new suit or go away for the holidays he sells out, and makes an enormous profit in marks. In reality, he has merely maintained the value of his capital. If he is lucky he has improved it, for the tremendous demand for shares, which have a name to them, often gives them an exaggerated value.

WHEN TO CHANGE STERLING.

The same demand for something of real value to exchange for worthless marks sends up the price of foreign currencies. Any Englishman who has been some time in Germany knows that the week-end is a bad time to change a sterling cheque for a pound note. The rate is nearly always higher on Monday, for, with the payment of wages at the week-end comes a demand from thousands of people all over Germany for foreign currency in which to insure their earnings against depreciation. This sends the rate up. In the same way, every quarter day, when Government officials all over the country are paid their wages in advance, the prices of foodstuffs go up, for every *Hausfrau* whose husband draws a Government salary is buying in for the next quarter.

By scoring 140 for Surrey against Kent, last month, P. G. H. Fender made his aggregate for the season over 1,000 runs. As he has also taken 100 wickets he is the first cricketer to accomplish the double performance this season.

BABY A SIGHT WITH ECZEMA

All Over Head and Face.
Cuticura Healed.

"My baby had eczema all over his head and face. The skin became red and sore and a dry, hard scale formed. When he got warm the breaking out would itch causing him to scratch and irritate the affected parts and he could not sleep. He was an awful sight."

"We had him treated and tried different remedies but they did him no good. I began using Cuticura Soap and Ointment and in ten days he was completely healed." (Signed) Mrs. H. Chapman, 9, St. Peter's Rd., Crawley, Sussex, Eng.

For every purpose of the toilet and bath Cuticura Soap and Ointment are wonderfully good.

Soap 1s., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample each free of charge. S. J. Schwartz & Sons, Ltd., Chemists, 15, London, E.C. 4. Also for mail orders with price. *Small Cuticura Soap shaves without soap.*

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That is Just What Good Pictures are; They bring the Past back to Life.

Take Pictures To-day; Tomorrow, and Every day.

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ON SALE.

BOUND VOLUMES of the HONGKONG DAILY PRESS, July to December, 1922. With Index. Price £2.50. On sale at the Telephone Directory Press.



More Smiles Now For women have prettier teeth

A new way of teeth cleaning has multiplied smiles. Millions of women now use it. It has changed dingy teeth to whiter teeth. Wherever you look now you see pretty teeth which other people envy.

This new method is at your command. Prettier teeth, and safer teeth as well, can be yours.

Combats the film

This new way combats film—that viscous coat you feel. The old ways of brushing never did that effectively.

Film clings to teeth, gets between the teeth and stays. It absorbs stains and, if you leave it, forms the basis of cloudy coats, including tartar. That's why most teeth look dingy.

Film also holds the acid in contact with the teeth to cause decay. Germs breed by millions in it. They, with tartar, are the chief cause of pyorrhea.

Most tooth troubles, which few escape, are now traced to that film.

Two methods found

Dental science, after long research, has found two ways to fight the film. Years of tests have simply proved their efficiency. Now leading dentists everywhere are advising their daily use.

A new-type tooth paste has been created, modern, scientific, and correct. The name is: Pepsodent. These two film combatants are now embodied in it. It is bringing to countless homes a new dental era.

Two other enemies

Teeth have two other great enemies. One is starch, which gums the teeth, and which may ferment and form acid. The other is mouth acids.

Pepsodent multiplies the starch digestant in the saliva, to better combat these starch deposits. It multiplies the alkalinity of the saliva, to better neutralize mouth acids. Thus it gives manifold power to Nature's great tooth-protecting agents. That's another result of modern dental research.

45 nations use it

Pepsodent now has world-wide use, largely through dental advice. Careful people of some forty-five countries see its benefits today.

Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coats disappear.

One week will convince you that you and yours should always use this method.

Pepsodent

The New-Day Dentifrice

A scientific film combatant, which whitens, cleans and protects the teeth without the use of harmful grit. Now advised by leading dentists the world over. For sale in two sizes by all druggists.

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Elastic Specially Made for Wearing Quality
Only the very best quality of live elastic, made from new rubber, is used in the manufacture of

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and that is one reason why they give greater comfort and longer wear than you expect of any other garters. You will know this when you wear a pair of Paris Garters. You will also discover the other four of the famous five reasons why Paris Garters have become the standard throughout the world.

All haberdashers sell Paris Garters in both the double and single hose grip models and in either cotton or silk. But be SURE they are Paris Garters to avoid disappointment. Insist on getting the genuine.

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HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Adolf von Baeyer ...	9,000 tons	16th October.
*Hindenburg ...	12,550 tons	2nd half of November.
*Emil Kirdorf ...	9,000 tons	1st half of December.
*Schoer ...	12,300 tons	1st half of January, 1924.
*Albert Vögler ...	9,000 tons	1st half of February, 1924.

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Albert Vögler ...	9,000 tons	23rd Sept., Calling at Manila
*Hindenburg ...	12,550 tons	19th Oct., do.
*Adolf von Baeyer ...	9,000 tons	—
*Emil Kirdorf ...	12,300 tons	—
*Schoer ...	9,000 tons	—
*Albert Vögler ...	12,300 tons	—

* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.

† Cargo boats.

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This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

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Agents.

GROWTH OF FREEMASONRY.

DUKE OF CONNAUGHT'S MESSAGE
VISIT OF DEPUTATION TO CANADA.

The wonderful prospects in Canada, the intense loyalty of the people to the Crown, and the growth of Freemasonry in the Dominion were among the strongest impressions gained from the recent visit paid by a deputation from the Grand Lodge of England at the request of the Duke of Connaught, former Governor-General of Canada and Grand Master of Grand Lodge of Freemasons of England.

The deputation, which returned last month from Canada, consisted of Lord Amthill, Pro Grand Master; Sir John Ferguson, Grand Treasurer; Colonel Hamilton Wedderburn, Past Deputy Grand Director of Ceremonies; and Mr. A. E. Carlyle, Past Assistant Grand Director of Ceremonies, and Secretary, Canada Lodge, 3327.

Its object was to install the District Grand Master of Newfoundland (the oldest Crown Colony) and to attend the annual meeting of Grand Lodge at Toronto, and thus return a visit paid by that body to the Grand Lodge of England at the Peace Celebrations of 1919.

The Duke of Connaught, who received the deputation before its departure for Canada, sent a special message of fraternal greetings and good wishes to his brethren in Canada, adding that he hoped Freemasonry was flourishing in Canada as it was in England.

The deputation arrived in Toronto on July 18th and was received in Grand Lodge, introduced by Most Worshipful Brother the Hon. Sir John Gibson. The number of Freemasons connected with the Grand Lodge of Canada is over 100,000. At this annual meeting of Grand Lodge of Canada (in the Province of Ontario) there were 2,500 brethren present.

Lord Amthill spoke at the meeting of the wonderful growth of the spirit of Freemasonry in Canada, and said he was deeply impressed with the earnestness of the Canadian Freemasons, and their fervent devotion to the King's person and crown.

Colonel W. Nesbit Ponton, K.C., G.M., greeted the deputation from England, and was followed in his welcome by the Mayor of Toronto. At a meeting at the St. Andrew's Lodge, the Premier of Ontario, Hon. Howard Ferguson, offered a cordial welcome on behalf of the Queen City of Toronto.

The deputation then visited Newfoundland to install the Hon. J. R. Bennett as District Grand Master, and were received at North Sydney by the Grand Master and brethren of the Grand Lodge of Nova Scotia.

While travelling through Westworth Valley, Nova Scotia, Lord Byng, Governor-General of Canada, had his special train halted in order that the deputation, also travelling in a special train, might pay their respects to the representative of His Majesty.

At Montreal the deputation was received by the St. Paul's Lodge and the St. George's Lodge, and was entertained at lunch at the Mount Royal Club by the resident brethren of Canada Lodge of England.

The chair was taken by Sir Frederick Williams Taylor, supported by General Sir Arthur Currie, General Ross, Mr. C. Neil, Mr. Alex. Macdonald, and Mr. George T. Ball. All the brethren present had served in the Great War, and had been entertained in England by lodges of which this deputation were members.

Lord Amthill, who was paying his first visit to Canada, and the other members of the deputation, are enthusiastic in their appreciation of the wonderful hospitality of the Canadians and their great pride in the British Empire of which the Dominion is so important a part.

THE WAY OF TYPHOONS.

HOW THE STORMS START AND TRAVEL.

Those terrific winds, known as typhoons, are noticed by the world only when they cause some disaster appalling in its totals of lost life and destroyed property. Every year, however, writes Commander K. C. McIntosh in the Outlook, seamen fight them week after week, month after month, from early June until late November. Hardly a fortnight passes in the summer and autumn without its Pacific typhoon; and the most terrible of them stay at sea during their entire career.

Two things are necessary to start a circular storm: a quiet, sheltered, windless area, and a hot sun. When these two things combine, a typhoon is invariably started. If the earth's blanket of air revolved with the earth there would be areas of perpetual typhoon, and China and Florida would escape. However, as the earth spins it trails the air behind it, like streamers, on its electric fan, and so, once started, the typhoon begins to slip to the westward, left behind by the hurrying earth.

When the birth place of the storm is surrounded at fairly close range by hills and rocks, forests and cliffs, the storm soon breaks up. When it has the open sea for a playground, it grows in size and violence, gradually drifting northward, pushed by the rotating earth, which it is disturbing, until its strength wanes and the backlash of its own fury drives it north-east and out to sea again, dying as it strikes the cold air currents of the 40th parallel.

SIMPLE LAWS OF PHYSICS.

The physical laws involved are the simple ones that heated air rises and that two bodies cannot occupy the same space at the same time. The hot sun heats down on the still air and over-heats it. Immediately it begins to rise, leaving a partial vacuum. Cooler air from all sides moves in to fill up the depression; but air from all sides at once cannot reach it, so a whirl of air forms round the hot area as water running out of a bath-tub whirls down the pipe. In this case the air whirls up instead of down; pulling up the sea and increasing the vacuum itself. Once firmly established, this air eddy starts to roll westward, and the chief mischief is on its way. The typhoon itself travels very slowly—usually, between five and ten miles an hour—but its whirling core has a speed of over 120 miles an hour. Outstripping a typhoon, he relates, is an exhausting but exciting adventure when a ship is not too close to shore and has plenty of sea room.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—18th September, 1923, 17th Sunday after Trinity. Holy Communion (8 a.m.); Matins (11 a.m.); Responses, Psalms, Venite, No. 2 (Norris); Responses, Psalms, Venite, No. 2 (Norris); No. 10 (Hunt); 8 (Cooper); 5 (Grey); Benediction, No. 11 (Atwood); Anthem: O Lord God, thou strength of my health (Goss); Hymn, 166 (1).

N.B.—Psalms 92, verses 1, 2, 5, 6, 9, 10, G.P. in unison.
Psalm 113, verses 1, 4, 6 in unison.
Hymn 166, verses 1, 5 in unison.
Healing Service (12 noon); Evensong (8 p.m.); Responses, Psalms, 100 (Basil); 101 (Hayes); 102 (Wesley); Magnificat, No. 15 (Goss); Nunc Dimittis, No. 23 (Tippett); Hymns, 265, 215, 12.

[115]

Union Church (Kearney Road).—Sunday Services, September 23rd, 1923.

Morning Service at 11 o'clock.
Hymns: 186, 638, 768, 8, 5.
Evening Service at 8 o'clock.
Hymns: 186, 638, 768, 8, 5.
Preacher: Rev. A. Bax, B.A. [1389]

First Church of Christ Scientists, Macdonnell Road (below Bowen Road).—Tram Station—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [119]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 21st	Previous On Date On Date		
	Day at 3 p.m.	at 6 a.m.	at 3 p.m.
Barometer	29.95	29.89	29.92
Temperature	83	78	86
Humidity	83	88	86
Wind Direction	E-E	Calm	WNW
Force	2	0	3
Weather	B	C	C
Rain	0.0	0.0	0.0
Highest open-air Temperature on 20th	86		
Lowest open-air Temperature on 21st	73		

HONGKONG TIDE TABLE

From Sept. 22nd to 25th, 1923.

Days of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Satur.	22	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.	h. m. ft. in.
	22	7 25	7 0	1 3	4 0
Sun.	23	8 23	7 0	1 58	3 6
Mon.	24	9 16	5 8	2 49	2 0
Tues.	25	10 7	7 0	3 35	3 2
Wed.	26	10 48	9	3 15	1 1
Thurs.	27	11 26	6 6	3 53	3 6
Fri.	28	12 21	6 4	4 15	2 5
	29	1 10	8 3	4 31	3 6
	30	2 1	6 5	5 4	2 8
	1	3 11	8 0	5 10	2 8
	2	4 1	6 6	5 2	2 3

ARMY RANKER OFFICERS.

The 2,500 pensioned Army ranker officers, whose claim for status and retired pay of commissioned rank has not been entertained by the Army Council, have arranged for a motion in the House of Commons for regulations to be amended to include their class.

Three classes of ranker officers who served under identical conditions are receiving disproportionate rates of pension and retired pay, from £1 and £7 a week, and, according to their organization, there are lieutenant-colonels with distinguished records and battle honours who are regarded by the War Office as Chelsea pensioners.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED:

SALES	SUBJECT TO ALTERATION		
SHANGHAI via SWATOW	"YUSANG"	Monday, 24th Sept., D.L.	
FOUCHOW	"FOOSHING"	Monday, 24th Sept., Noon.	
BANGKOK via SWATOW	"HANGSANG"	Monday, 24th Sept., 1 p.m.	
TSINGTAU via SWATOW	"YATSHING"	Wednesday, 26th Sept., Noon.	
SANDAKAN	"MAUSANG"	Friday, 28th Sept., Noon.	
KOBE	"HOSANG"	Friday, 28th Sept., Noon.	
SHANGHAI via SWATOW	"TUNGSHING"	Friday, 28th Sept., Noon.	
TIENSHIN	"CHONGSHING"	Friday, 28th Sept., Noon.	
MANILA	"MINGSANG"	Friday, 28th Sept., 3 p.m.	
TSINGTAU via SWATOW	"TAISANG"	Wednesday, 3rd Oct., 10 a.m.	
BANGKOK via HOIHOW	"CHUNSANG"	Thursday, 4th Oct., D.L.	
HAIPHONG via HOIHOW	"LEESANG"	Friday, 6th Oct., 8 a.m.	
STRAITS & CALCUTTA	"HOSANG"	Friday, 12th Oct., 3 p.m.	

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

BRANCH LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

BAIFONG LINE.—Sailings approximately weekly for passengers and cargo calling at Kowloon when convenient.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "BISANG" and "MAUSANG" (both steamers) having excellent passenger accommodation. Cargo taken off through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Dairi.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by two steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about

Friday, 12th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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Vessel	Days Hongkong
"GLENOGLE"	... 24th Sept.
"GLENMARTINE"	... 18th Oct.
"GLENAMOY"	... 22nd Oct.
"GLENAPP"	... 26th Nov.

HOMEWARDS.

Vessel	Leaves H'kong	Discharges
"PEMBROKE"	... 2nd Oct.	London, Rotterdam and Hamburg.
"GLENLUCE"	... 11th Oct.	Glasgow, Antwerp, Rotterdam and Hamburg.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

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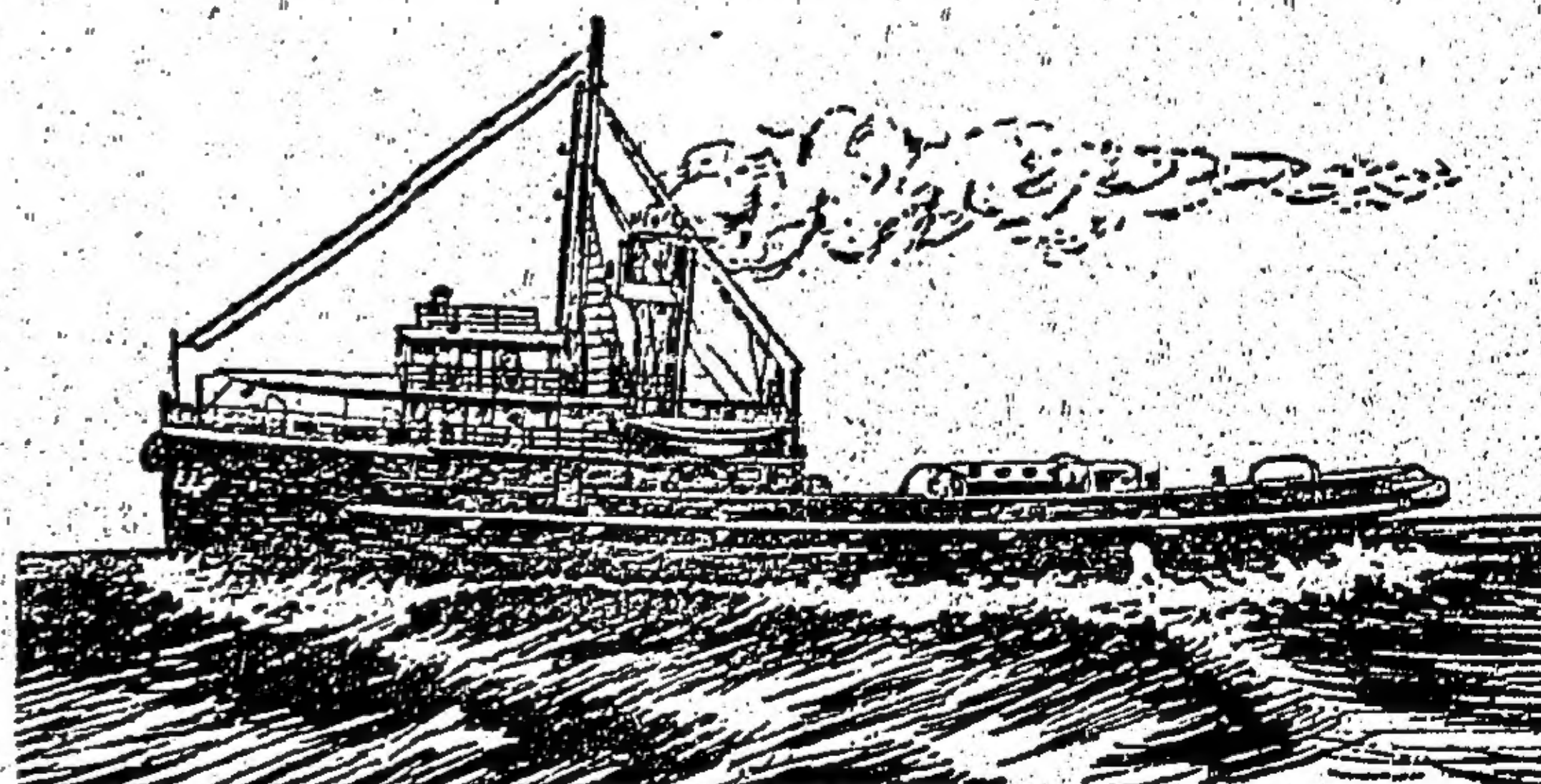
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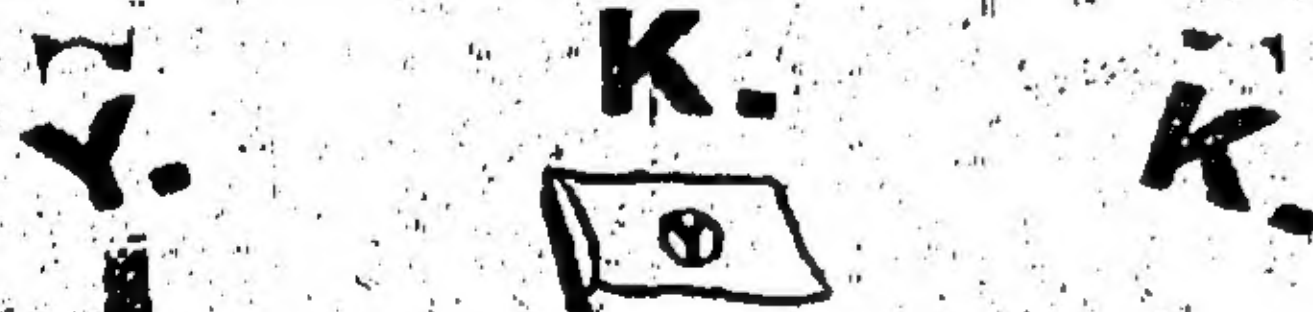
Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

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For HAIPHONG via Hothow & Pakhoi

s.s. "NANYO MARU" No. 1 ... on or about 4th Oct.

For KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" ... on or about 4th Oct.

For further particulars, please apply to:—

S. MITARAI

Agent.

Branch Office: No. 27, Beach Road, West Tel. Central No. 185.

Top Floor, King's Building, Tel. Central No. 144.

SHIPPING NEWS

ARRIVALS

September 20th.

Deaewong, British str., 1,047 tons, Capt. A. H. Brown, from Kohsiang, with rice.—Chun Yee Teng.

Ebun, British str., 2,485 tons, Capt. D. O. Evans, from Tanakay, with liquid oil.—Asiatic Petroleum Co.

Foonshing, British str., 1,122 tons, Capt. J. McAlister, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

Kunming, Chinese str., from Canton.

Phoenicia, British str., 1,035 tons, Capt. A. H. Hall, from Saigon, with a general cargo.—W. F. & Co.

Pook, Chinese str., 314 tons, Capt. Lai Yee, from Kwang Chow Wan, with a general cargo.—Tung Woo & Co.

Sheaf-Laner, British str., 1,866 tons, Capt. M. Robinson, from Chinwangtao, with coal.—Doddrell & Co.

September 21st.

Dongha, British str., 3,220 tons, Capt. R. H. Griffin, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

Taiwan, Panama str., from Canton.

Hok Uen, British str., 2,584 tons, Capt. L. W. Long, from Kwang Chow Wan, with a general cargo.—Hong On & Co.

Tasara, British str., 300 tons, Capt. J. R. Nicol, from Swatow, with a general cargo.—Laven Fat & Co.

Kuichow, British str., from Canton.

Munang, British str., 2,002 tons, Capt. P. R. Gay, from Swatow, with a general cargo.—J. M. & Co.

Tanchang, British str., from Canton.

Sunchoy, British str., from Canton.

Tjisak, Dutch str., 2,638 tons, Capt. E. C. Van Scherdek, from San Francisco and Kobe, the latter port she left on September 15th, with a general cargo.—J. C. L.

Valema, Dutch str., 700 tons, Capt. E. Burger, from Swatow.—A. P. & Co.

Tung, British str., from Canton.

CLEARANCES

September 20th.

Higunori Maru, for Canton.

September 21st.

Caracalla, for Hiphong.

Dongha, for Singapore.

Empress of Canada, for Shanghai.

Huiching, for Swatow.

Haiman, for Canton.

Haitien, for Chiofo.

Jude, for Hiphong.

Knight Templar, for Singapore.

Kwang Poon, for Canton.

Nanchang, for Sandakan.

Phoenicia, for Shanghai.

Prominent, for Saigon.

Sunchoy, for Shanghai.

Vau Tellerhorn, for Canton.

Valema, for Canton.

Kingkong, for Manila.

Wuhu, for Canton.

PASSENGERS

ARRIVALS

Per s.s. *Mauching*, on September 21st:—Mr. C. de Forest Clarke and Mr. C. Deatry.

DEPARTURES

Per P. & O. s.s. *Dongha*, on September 21st:—Miss Harvey, Mrs. C. D. Harvey, Miss L. Muir, Miss D. Morrison, Master P. Morrison, Mrs. M. G. Lewis, Miss E. V. Sherwin, Mr. and Mrs. W. J. Tait, Mrs. A. Barfoot, Mr. E. S. Barber, Mr. S. Van West, Miss C. Watkins, Lieut. H. G. Stevens, Mr. and Mrs. Benjamin, Mr. M. G. Wallace, Mrs. T. B. Guinness, Miss S. Anli, Mrs. E. J. Bourne, Master P. W. Bourne, Master W. J. Bourne, Master P. C. Van Zon, Mr. E. K. Saunders, Mrs. J. L. Gimson, Mrs. B. Stanley-Smith and daughter, Mrs. P. S. Hollinshead, Mr. and Mrs. C. E. Maltby, Mrs. E. Wheeler, Mrs. H. W. Fraser, Mr. A. W. MacCullum, Mr. C. A. Leung, Mr. E. E. Johnson, Mr. M. Dolan, Mr. S. H. Pearce, Mr. and Mrs. Hynes, Rev. Elmer S. Root, Mrs. Root, Mr. A. T. Platt, Mr. Hu Helling, Miss O. R. Cottingham, Dr. Betty A. Nilsson, Miss C. Hollerbach, Miss V. A. Leferon, Mr. and Mrs. Avery, Mrs. T. W. Lucas, Mr. A. K. Thadani, Mrs. H. Bolderston, Miss W. M. Bolderston, Mrs. B. Hemmings, and Miss E. Hemmings.

SHIPPING MOVEMENTS

The M.M. s.s. *Anchor*, which left Hongkong on August 8th, arrived at Marseilles on September 9th.

The M.M. s.s. *Anger*, from Marseilles, will sail from Saigon on September 23rd, and is expected at Hongkong on Sept. 28th.

The B.I. and Apear Line Company's s.s. *Nafala* left Rangoon for this port on September 19th, and is due here on October 4th.

The s.s. *Meator* (Blue Funnel), for London, Rotterdam and Hamburg, left Shanghai on September 23rd for this port, and is due here on September 23rd. She will be despatched at noon on September 25th.

VESSELS EXPECTED

Anger (M.M.), due Sept. 28th.

Bellerophon (Blue Funnel), due to-day.

Benelux (Ben Line), due Sept. 29th.

Chili (M.M.), due Oct. 9th.

Graciosa (B.I. & Apear), due to-day.

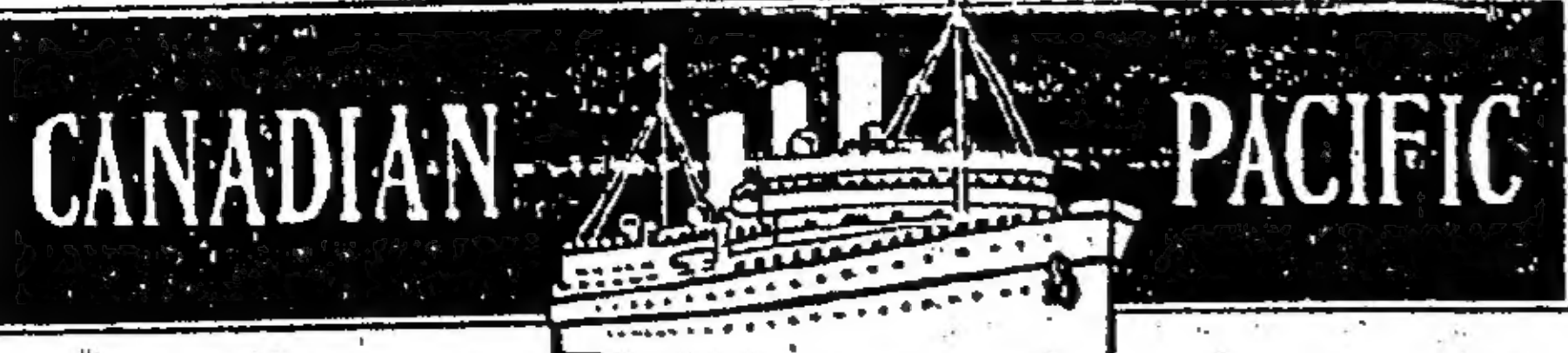
Katori Maru (N.Y.K.), due Oct. 23rd.

Nafala (P. & O.), due to-day.

Meator (Blue Funnel), due Oct. 10th.

President McKinley (Admiral Oriental Line), due Sept. 23rd.

Tunda (B.I. & Apear), due to-day, noon.



CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Canada	Sept. 22 Oct. 8	Empress France	Oct. 13 Oct. 19
Empress Russia	Oct. 4 Oct. 22	Empress Scotland	Oct. 27 Nov. 2
Empress Asia	Nov. 1 Nov. 19	Empress Scotland	Nov. 24 Nov. 30
Empress Canada	Nov. 17 Dec. 3	Empress France	Dec. 9 Dec. 15
Empress Russia	Nov. 29 Dec. 17	Empress Scotland	Dec. 23 Dec. 29

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Choborg and Hamburg. Allotment of Cabins on Atlantic steamers held out and through tickets issued. Early reservation necessary.

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TAIYO MARU (omit Shanghai), 22,000 tons, Oct. 8th.
KOREA MARU, 20,000 tons, Oct. 17th.
TENYO MARU, 20,000 tons, Oct. 27th.
SHINYO MARU (calling at Manila and Keelung), 20,000 tons, Nov. 18th.
SIBERIA MARU (calling at Dairen), 20,000 tons, Nov. 28th.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE. THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AYRES.

STEAMERS. TONS. LEAVE HONGKONG.
*GINYO MARU, 16,000, September 25th.
ANYO MARU, 18,700, October 20th.
SEIYO MARU, 14,000, December 20th.
HAKUYO MARU, 18,000, January 15th.

*This steamer will not call at Honolulu, Hilo and San Francisco.

JAPAN-HONGKONG-JAVA SERVICE.

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER. DESTINATION. LEAVE HONGKONG.

PERSIA MARU (Moji, Kobe and Osaka), October 3rd.

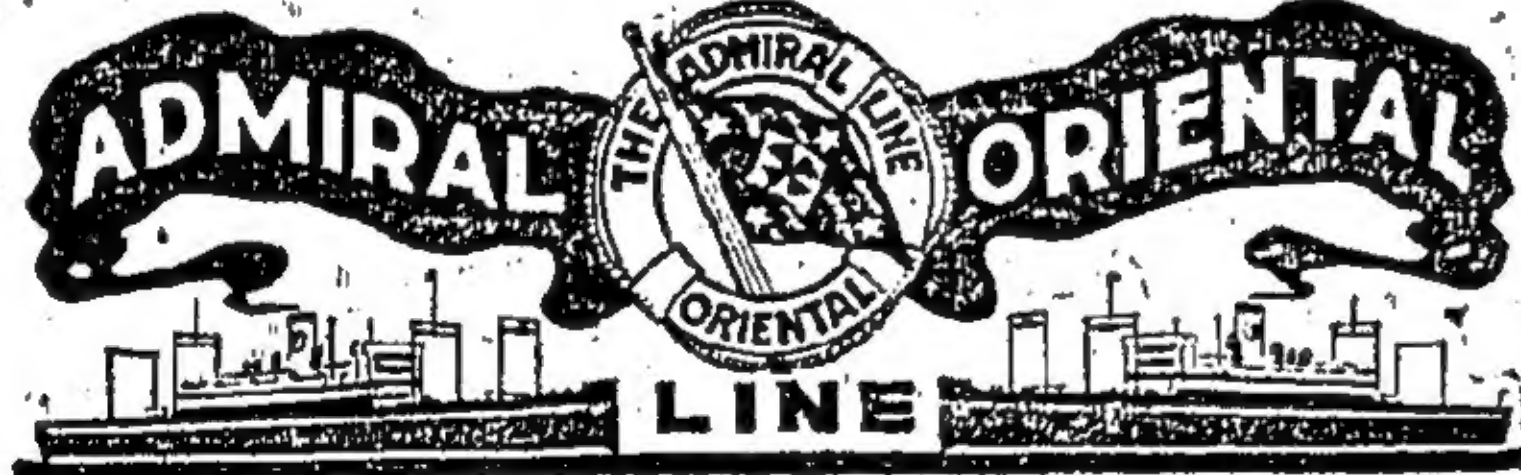
NEW YORK LINE. (Freight only.) VIA JAVA AND SUEZ.

STEAMER. LEAVE HONGKONG.

MEIYO MARU, about September 24th.

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HONGKONG—MANILA

S.S. "PRESIDENT WILSON" ... on or about Sept. 25th.

HONGKONG—CALCUTTA

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CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... Oct. 4th, at 5 p.m.

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KAGA MARU ... Monday, 15th Oct.

IYO MARU ... Thursday, 4th Nov., at 11 a.m.

MABSEILLES, LONDON & ANTWERP via Singapore, &c.

MISHIMA MARU ... Wednesday, 10th Oct., at 11 a.m.

HAKODATE MARU ...

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MABSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Friday, 29th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TOBA MARU ... Wednesday, 17th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

TAMBA MARU ... Saturday, 29th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

CEYLON MARU ... Wednesday, 29th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 11th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU ... Sunday, 23rd Sept., at 5 p.m.

HAKODATE MARU ... Friday, 28th Sept.

CALCUTTA MARU (Omitting Shanghai) ... Sunday, 30th Sept.

ROZAN MARU ... Saturday, 6th Oct.

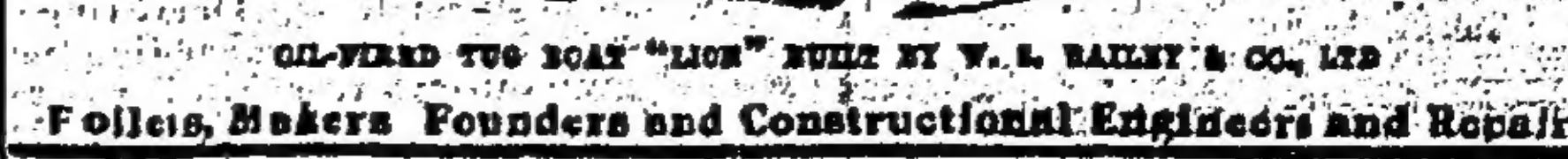
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WEATHER REPORT.

September 21st at 12.30.—Pressure has decreased moderately at Chiofo, Hongkong and over Luzon; other changes are slight. The anticyclone has weakened and the typhoon is situated about 250 miles E.N.E. of Manila moving W.N.W. No information is available concerning the Guam typhoon. Hongkong rainfall for the 24 hours ending at 18 hours, 21st September, 0.00 inch. Total since January 1st, 83.94 inches, against an average of 72.17 inches.

The forecast for the 24 hours ending at 18 hours, 22nd Sept., is as follows:—

Distance Forecast

Formosa Channel ... N.E. winds, fresh.

Hongkong to Gap Rock ... N.E. winds, moderate, fair.

South coast of China between Hongkong and Lampoon ... do.

South coast of China between Hongkong and Hainan ... do.

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S.S. "CITY OF BAGAD"	...	via Suez Canal	...	25th Sept.
S.S. "PERSEUS"	...	via Suez Canal	...	1st Oct.
S.S. "KARONGA"	...	via Suez Canal	...	15th Oct.

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AMBOISE	1st Oct.
CORDILLERE	15th Oct.
ANGERS	24th Aug.	26th Sept.	23rd Oct.
CHILL	7th Sept.	29th Oct.	12th Nov.
PORTHOUS	21st Sept.	23rd Oct.	26th Nov.
ANGKOR	6th Oct.	8th Nov.	10th Dec.

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HAIPHONG	...	Capt. W. C. Pasmore	Tuesday, 25th Sept., at 1 p.m.
HAIPHONG	...	Capt. Ellis Walker	Friday, 28th Sept., at 1 p.m.
HAIPHONG	...	Capt. J. B. Thomson	Tuesday, 2nd Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake, Pier).

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(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"MANTUA"	10,902	15th Oct.	Bay, Marr. Gib. L'don & A'warp.
"SUDAN"	8,906	17th Oct.	Spore, Penang, Colombo & Bay.
"KARNATA"	9,038	19th Oct.	Marr. Gib. L'don & A'warp.
"CALDONIA"	7,823	2nd Nov.	Bay, Marr. Gib. L'don & A'warp.
"NELORE"	6,853	3rd Nov.	Marr. Gib. L'don & A'warp.
"SICILIA"	6,813	14th Nov.	Spore, Penang, Colombo & Bay.
"MALWA"	10,941	16th Nov.	Marr. Gib. L'don & A'warp.
"MYANMA"	7,023	24th Nov.	do.
"KALYAN"	9,062	30th Nov.	Spore, Penang, Colombo & Bay.
"SUDAN"	6,898	13th Dec.	Marr. Gib. L'don & A'warp.
"DEVANHA"	8,062	14th Dec.	Bay, Marr. Gib. L'don & A'warp.
"KAISAR-HIND"	11,430	23rd Dec.	do.

1924.

"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.)
"MACEDONIA"	11,089	25th Jan.	do.
"KASHGAR"	8,440	8th Feb.	do.
"MORRA"	10,511	22nd Feb.	do.
"KARNATA"	9,068	7th March	do.
"NADDERA"	15,883	21st March	do.
"DELTA"	8,097	4th April	do.
"CHINA"	7,853	18th April	do.
"KALYAN"	9,063	2nd May	do.
"KASHMIR"	8,960	16th May	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA"	6,856	23rd Sept. 3 p.m.	Singapore, Penang & Calcutta.
"TAKADA"	6,840	8th Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	8th Oct.	Manila, Thessalon, Island.
"ST. ALBANS"	4,500	3rd Nov.	Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Dec.	do.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver

The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"NELORE"	6,853	23rd Sept. 10 a.m.	Shanghai, Moji & Kobe.
"GRACCHUS"	3,760	25th Sept.	Shanghai.
"SUDAN"	6,898	29th Sept.	Shanghai.
"MALWA"	10,941	6th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	8th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.

First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels weighing not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "CELTIC PRINCE" ... on 2nd October

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3155

Telegrams (Furness)

(Incorporated in Great Britain)

St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct

service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 30th Sept.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"CANADA MARU" (Call at Montevideo) ... Friday, 2nd Nov.

BOMBAY—fortnightly service via Singapore and Colombo.

"BURMA MARU" ... Wednesday, 26th Sept.

"BORNEO MARU" ... Friday, 4th Oct.

SAIGON, HANGKONG & SINGAPORE—Regular monthly Passenger Service.

"KINSHU MARU" ... Tuesday, 2nd Oct.

CALCUTTA via Singapore & Penang

"MALAY MARU" ... Friday, 19th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger

Service.

"ARABIA MARU" ... Wednesday, 3rd Oct.

NEW YORK via PANAMA—Regular monthly service via Japan, Port of San Francisco,

Panama and Cuban Ports.

"HAGUE MARU" ... Beginning of Oct.

JAPAN P. R.T.S.—Moji, Kobe & Yokohama.

"CELESTES MARU" ... Friday, 28th Sept.

"AMUR MARU" ... Monday, 2nd Oct.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Sunday, 23rd Sept., Noon.

"SUMA MARU" ... Sunday, 30th Sept., Noon.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 27th Sept.

TAKAO & KEELUNG.

"SOURABYA MARU" ... Thursday, 4th Oct.

For sailing dates and other particulars please apply to

K. SHIMA, Manager

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
WEIHAIWEI, CHEFOO & TIENTSIN	"KUNGHOW"	On 22nd Sept., D.L.
HOIHOW & BANGKOK	"LINAN"	On 23rd Sept., 10 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 23rd Sept., Noon.
SWATOW & SHANGHAI	"LANGCHOW"	On 23rd Sept., Noon.
SHANGHAI, CHEFOO & NEW CHWANG	"FOOCHOW"	On 25th Sept., D.L.
AMOY & SHANGHAI	"YINGCHOW"	On 25th Sept., D.L.
HOIHOW & PAKHOI	"TEAN"	On 25th Sept., 7 a.m.
HOIHOW, PAKHOI & RAIPHONG	"YUNNAN"	On 25th Sept., 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 25th Sept., 4 p.m.
SWATOW & SINGAPORE	"CHENAN"	On 25th Sept., 4 p.m.
MANILA	"TAMING"	On 26th Sept., 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sardinia & Aus. Ports
"TAIYUAN"	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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EXPRESS FREIGHT SERVICE.

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FROM HONGKONG BY DIRECT ROUTE.

U.S.S.R. "West Carmona" ... Due Hongkong 2nd Oct.

Leave Hongkong 3rd Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF
LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

TO SINGAPORE.

U.S.S.R. "West Cactus" ... Due Hongkong 29th Sept.

Leave Hongkong 30th Sept.

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General Agent for

JAPAN-CHINA-PHILIPPINES

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1st Floor, Queen's Building.

Phone Central No. 3008.

K. A. HEYUM, Res. Agent.

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DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SIRUGA" ... sailing on or about 18th Oct.

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TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER
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Fiume having been re-opened for traffic, cargo is also accepted for this port

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VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £68.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

S.S. "FIUME-L" ... sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA" ... sailing on or about 2nd Oct.

S.S. "VENEZIA" ... sailing on or about end of Oct.

S.S. "FIUME-L" ... sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

From Calcutta and Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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